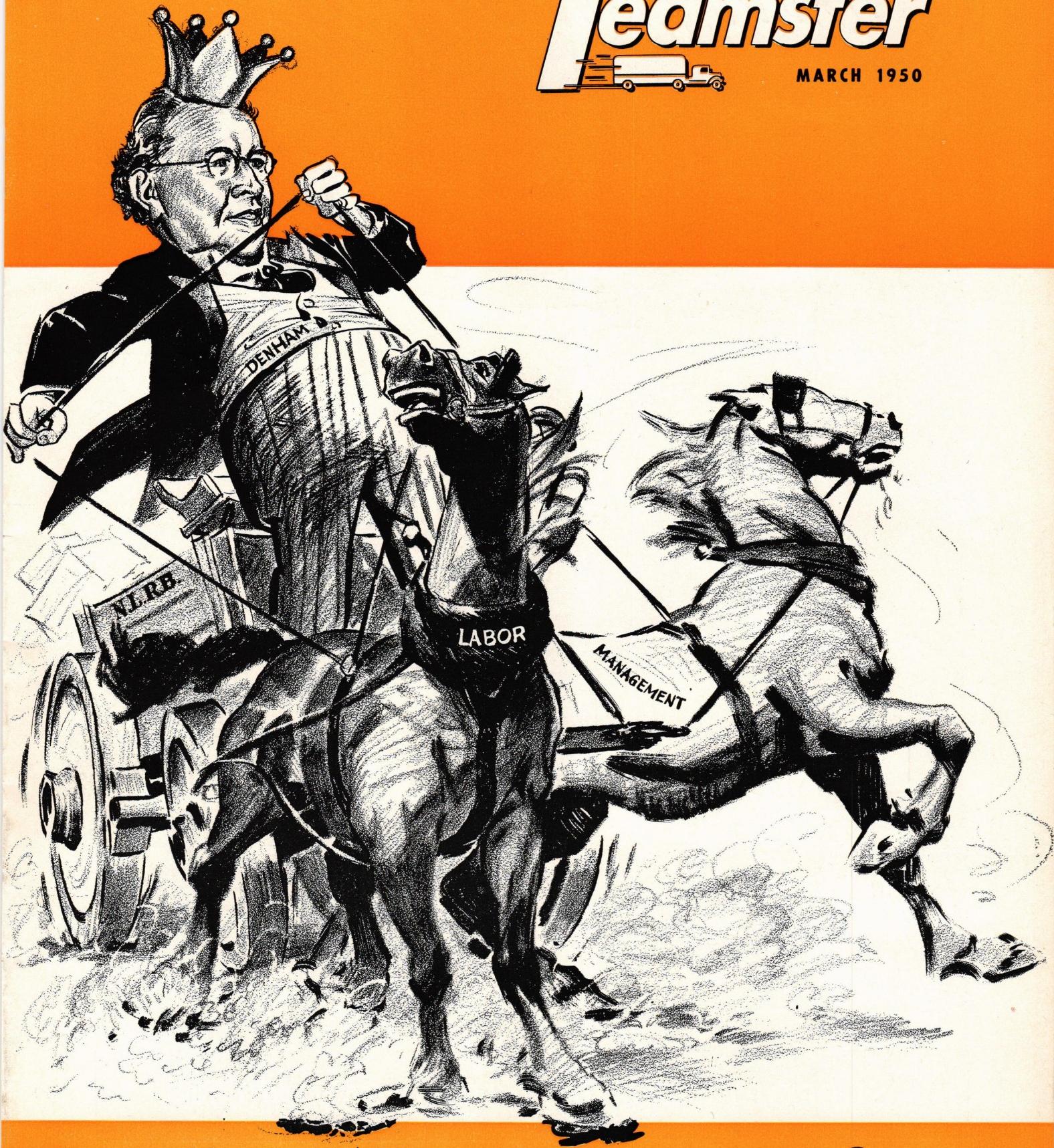


The
International
Teamster

MARCH 1950



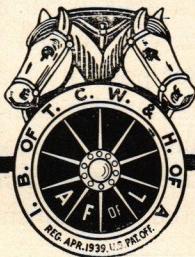
How CAN they pull together?

All May Help!



SUPPORT YOUR 1950 FUND CAMPAIGN

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 47

MARCH, 1950

No. 3

CONTENTS

Timely Remarks by Daniel J. Tobin.....	2
AFL Maps 1950 Political Plans.....	5
Trade Divisions Set Meeting.....	7
"Fire Denham" Demand Growing.....	9
Highway Aid Program Sought.....	11
William L. McFetridge Named to AFL Council.....	15
Editorials	16
Short Hauls	22
The Road Ahead.....	25
The Susquehanna Trail.....	26
The Great Outdoors.....	29
New Products	31
Relax With Us.....	32

Help Humanity

March is "Red Cross Month," the time of year when the world's greatest relief agency appeals for funds to carry on its humane mission.

Over the years, the Red Cross has become a symbol of aid and special service in peace and in war. Too often, we think of the Red Cross only as a wartime or disaster relief organization. The fact is that the Red Cross is on the job every day of the year—performing vast service in such diversified endeavors as lifesaving, first aid, blood banking and other vital undertakings.

To continue to serve humanity, the Red Cross must have funds.

We hope our members will answer the appeal with as much help as possible.

GENERAL EXECUTIVE BOARD

DANIEL J. TOBIN
General President
222 E. Michigan St., Indianapolis, Ind.

JOHN F. ENGLISH
General Secretary-Treasurer
222 E. Michigan St., Indianapolis, Ind.

M. J. CASHAL
First Vice-President
Room 712, 265 W. 14th St., New York, N. Y.

JOHN P. McLAUGHLIN
Second Vice-President
536 Bryant St., San Francisco, Calif.

D. J. MURPHY
Third Vice-President
4111 Forest Park Blvd., St. Louis, Mo.

JOHN J. CONLIN
Fourth Vice-President
69 Jefferson St., Hoboken, N. J.

DAVE BECK
Fifth Vice-President
552 Denny Way, Seattle, Wash.

EDWARD CRUMBOCK
Sixth Vice-President
105 Spring Garden St., Philadelphia, Pa.

SIDNEY L. BRENNAN
Seventh Vice-President
706 First Ave., N., Minneapolis, Minn.

JOHN T. O'BRIEN
Eighth Vice-President
4217 S. Halsted St., Chicago, Ill.

EDWARD F. MURPHY
Ninth Vice-President
2070 E. 22nd St., Cleveland 15, Ohio

TRUSTEES

JAMES R. HOFFA
2741 Trumbull Ave., Detroit, Mich.

WILLIAM A. LEE
220 S. Ashland Blvd., Chicago, Ill.

FRANK WEIZENECKER
39 West McMicken St., Cincinnati, Ohio

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
222 E. Michigan Street
Indianapolis, Ind.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
(All Orders Payable in Advance)



Timely Remarks

by DANIEL J. TOBIN

The Sin of Ungratefulness

The trouble with the great multitude of union men is that they don't appreciate what organized labor has done for them. This is not true of all union men and women. It is true, however, of a large multitude of those who have gone into the union in recent years. You have heard the old song "You Will Never Miss Your Mother Until She Is Gone." That goes for the labor movement. You will never miss your union until that union is weakened or destroyed or until it is gone. You say "This cannot happen here." It *has* happened, in nearly every country in the world, with the possible exceptions of England and our own country. If millions of men and women in Russia can be destroyed by Communism and prevented from expressing themselves freely as free men, why cannot it happen here? Four hundred and fifty millions of men and women in Asia and India are now in a condition of slavery and they have no unions except communistic unions that amount to nothing.

There is a secret movement on foot to infiltrate, within the unions in the United States, agents of the Soviet Government. They are working at our trade in the shops and in the fields. Day and night they are preaching the doctrine of Communism and using, as their argument, the power of capitalistic influences in the United States. And if capital and government are successful in destroying the Miners' Union or any other large law-abiding institution of labor, you can rest assured it will react on capitalism in our beloved country. The czars of Russia destroyed themselves and they brought on Communism because, for centuries, they held the workers in a condition of slavery and bondage. That is true of many other countries that we will not mention just now. Then, as Hitler did in Germany when, through the aid of capital he destroyed unions, Hitler destroyed capital in Germany. But it seems the

history of life, nature and civilization has no effect on the capitalistic enemies of labor in our country. Many of those governmental lawmakers and administrators seem to be strongly influenced by the capitalistic ring dominating the industry of this nation. No man is quite so stupid and so blind as he who will not listen to reason or benefit by the history of man and the civilizations that have gone before us. If communism ever does get a hold in our country within the next 25 or 50 years, you can put it down now and hand it down to your posterity that capitalism will be the chief means of bringing communism to our country as it has brought it to Russia and China and the other countries now dominated by the serpent-like poison of the communistic faith.

What Game Does Denham Play?

Robert Denham, whom I know very well, including his background, his environment and his prejudices, made a statement last month before the National Truckers Association in which he charged the Teamsters Union of being one of the most serious labor monopolies of this country. He said, in substance, that the Teamsters have the power to cripple this nation whenever they desire to do so.

Well, the Teamsters Union has been chartered and functioning for 50 years and it has never yet crippled industry. It is true that once in a while we had an outbreak in Chicago and in New York and, years ago in 1902, in San Francisco, but those outbreaks were rebellions against the cruel conditions which prevailed for the Teamsters. But at this writing, with many more members than any other union in America, we have not one man on strike. Why does Mr. Denham, in his oily speech in Washington before our employers, try to poison the nation against the Teamsters Union that has done so much to keep peace within the industry in which it is engaged? Denham may be like some of his predecessors in other offices of importance in Washington in the years past. He may be building up a law practice and trying to ingratiate himself with the large corporations.

Denham and many others in Washington have their eyes on the future. They know there is not much money for their services in government. The "big money" comes from the large corporations and labor-haters of the country. Denham will undoubtedly be eager to be retained by some of those people for their services; he should, because he is rendering valuable service to the employers of the nation and he is certainly helpful to them in his interpretations

of the Taft-Hartley Law. I repeat; he is helpful in endeavoring to embarrass and set back labor. But, Mr. Denham, we say to you without very much bitterness: We know the game and you cannot crush the organized working people of this country.

Let's Vote—One Million Plus

In recent years, the Congress of the United States and many state legislatures have enacted laws designed to impede and cripple labor organizations in the carrying on of their lawful objectives of improving the lot of the American worker. Under our system of government there is a way, within the framework of our democracy, that unjust laws can be repealed or modified. By exercising their rights as citizens, the people can doom such laws through democratic election of law-making representatives.

It is the duty, privilege and responsibility of all our citizens to vote. Before this can be done, however, it is imperative that every member of the organization make himself eligible to carry out this grave duty and high privilege by registering with the state at the time and place designated by state law. Remember to be a good citizen—which means the exercising of citizenship by voting. By being a good citizen, you also are being a good unionist.

It is my personal wish that our entire membership—one million strong—and the eligible members of their families register and vote in 1950.

Miners Wage Labor's War

I am writing this article on the 13th day of February, 1950. This journal goes to press on the 20th. It is usually mailed out to the homes of our members throughout the nation on or before the first day of the next month.

In all my years as a labor man, I have never known labor to be in a more dangerous position than it is at the present time. Yes, I remember when we were defeated in strikes in Chicago, New York and Boston, and I well remember when we had very few members west of the Rocky Mountains where, today, we have nearly one-fourth of our total membership. I remember those days as distinctly as if they happened last month. We were discouraged and seriously disturbed at the time of the Buck's Stove and Range case and the injunction granted against the American Federation of Labor. We were grieved, sick at heart and distressed at the time the United Hatters officials and their membership were fined and ravished in the Danbury Hatters case, but we never lost our courage. Labor, while

not as strong numerically as today, was solidly united in one battle line. Many of our leaders went to prison and others were destroyed by the enemies of labor, but there were no splits in the labor movement such as we have at the present time.

If labor was one solid body at this time, as it should be and would be except for the blind cravings of some individuals for publicity, labor would not have any reason to dread and fear this present situation which has been brought upon us by the Taft-Hartley Law, enacted three years ago, and now by the Miners' strike which is fighting not only unjust employers but also the unfair and vicious Taft-Hartley Law that was enacted so labor could be crushed by capital and capitalistic politicians, many of them holding important offices.

I hope and trust the Miners win in this battle because, not only is the future welfare of the Miners at stake, but on the outcome depends the future progress and welfare of the labor movement. Oh no, I don't think the labor movement will, by any means, be put out of business. But it will be set back for years if the Miners should lose this fight, aimed not only at unjust employers. I believe its purpose is to show that the Taft-Hartley Law is unjust and unworkable. I know the men in the Miners Union, both in the pits and as officers. I know that they are eager to remain at work as free trade unionists and free Americans. I also know that the employers have a grievance, but in every instance where the employers have granted an increase in wages, they have doubled it to the public.

I hauled and delivered anthracite coal which sold for \$5 a ton in and around Boston. Today that same coal sells for \$17 or \$18 a ton and the quality is not quite as good as it was 40 years ago. Profits for the mine owners in many instances have quadrupled over the last five years.

Yes, I also realize there are small mine owners, just a few, and they have been "up against it," as the slang phrase goes, but that is not the fault of the mine workers' union. It is the fault of the big monopolies of mine owners that control 98 per cent of the production of coal. In many instances those mine owners and their properties are controlled by banks which have made untold profits on their loans and investments in mine properties.

What will be the answer? As it appears at this writing, many of the mine workers will not obey the order of the Government to return to work unconditionally or without a contract. Even if they should go back to work, who can say what they should produce or how it shall be produced?

I have no right to criticize the actions of another labor leader because were I in his place, perhaps I, too, would follow his example. But it is a strange thing that the Teamsters have thousands of members more than the Mine Workers; we are dealing with 20 different classes of employers, and we manage to keep our membership working, men and women, white and black, without any serious disturbances within the industries.

Strikes do not pay the employer, the public or the union member, but no man who knows the sufferings of labor can ever give up his right to strike. If he does, he becomes a slave. If the Miners succeed, it will help us to prove that the Taft-Hartley Law is not the answer. What happens then? The enemies of labor in the Congress of the United States will again attempt to pass other amendments far more dangerous (if it could be possible) than the present Taft-Hartley Law. If the Miners lose (and we pray that they will not), what then happens? Mr. Taft, a candidate for the Senate this fall, will go out and tell the people of Ohio, as he would have a right to do, that the T-H Law saved the nation and he will undoubtedly be re-elected.

There also may be a little politics in this whole terrible crisis which confronts the American people at this time. The Democratic Party has as its main issue, as in 1948, the repeal of the Taft-Hartley Law. That is the main and plain issue of the Democratic platform in 1952. If, through the Taft-Hartley Law and its vicious interpretations by lawyers, courts and other enemies of labor, they succeed in breaking the Miners' strike, the Republicans in the next elections will endeavor to prove, and may do so successfully, that the Taft-Hartley Law succeeded in saving the nation from disaster. That is why we sometimes think, we who have been in this battle for liberty, freedom and justice for the workers, that the Fact Finding Board suggested by President Truman might make a report which would grant the Miners more than half of what they were demanding and to which they were justly entitled.

In every controversy between labor and capital there must be some compromises made in order to reach agreements. Labor leaders, from the top man down to the business agent of a local union, are not quite successful if they encourage strikes even though they have to compromise.

As I said in the beginning, this is a dangerous hour for the life of free labor in the United States. All we can do is hope and wish that the Miners will be successful in obtaining the conditions and wages to which, in our opinion, they are justly entitled.

Even today, with all the improvements made for life and safety under the ground for miners, it is the last kind of labor that the men of America desire for themselves, their children or their grandchildren. Who wants to go into the bowels of the earth, suffer from foul air and run the great dangers of explosions when that same man can find any kind of a job above the ground, breathing the clean air and seeing the blessed sunshine of the heavens? In every country there is a shortage of miners because the sons of miners are getting away from that employment. Therefore, I say that no matter what the miners get through the power and economic strength of the Miners' Union, they are justly entitled to whatever they obtain.

Our prayer and our wish and our belief is that the Miners' Union will eventually be victorious.

Experienced Man Needed

The Union Label Trades Department in its recent session in Miami, Fla., during the month of February postponed filling of the secretaryship of that department, made vacant by the death of I. M. Ornburn.

We hope and trust that when the vacancy is filled by the Executive Board of the Label Trades Department they will select a man who knows something about labels but who distinctively devotes his time to the advertising of the necessity of the workers in the nation respecting the labels that mean most to the working people. We are not too much in love with some of the labels which are advertised, especially in the late motion picture produced by the Label Trades Department, which advertised the extensive sale, use and patronage of strong intoxicating liquors.

We want the name of the Label Trades Department, like every other department of the American Federation of Labor by which body they are charted, to carry out the principles and purposes for which they were created. To do this they must select someone with the experience and courage free from any kind of suspicion, and one especially whose past records have been above reproach. We believe that the Executive Board of the Label Trades Department is competent of doing this. Of course, it is unnecessary to say that a man should be selected not because of his personality or desire for the job but because of his ability, character and experience. He should also have the trust and confidence of the men and women of labor throughout the nation but above and beyond all, the three requirements—experience, ability and honesty.

AFL Maps '50 Political Plans

LABOR and the farmer will join hands to defeat reactionary candidates for Congress in the 1950 off-year elections, according to plans of the American Federation of Labor's Executive Council which recently concluded its winter meeting at Miami, Fla.

The Council unanimously voted a resolution which termed the registration of voters "the primary political job." They plan for greater cooperation with farm and rural voters, now showing greater sympathy for labor's point of view on federal legislation for labor, the farmer and small business.

The Council laid plans for the 1950 political campaigns confident that "the farm revolt will help us."

Cites Parallel

Joseph D. Keenan, director of Labor's League for Political Education, speaking before the Council, said that many members of Congress who voted for the Taft-Hartley Act were exactly the same ones who were seeking removal or diminution of farm price-support legislation.

"Nineteen hundred and fifty finds organized labor needing five additional U. S. Senators and 15 additional members of the House who are friendly to labor," said Keenan. "The farmer is active politically because he is worried. Farm income dropped about 5 per cent in 1948 and another 10 per cent in 1949. Another drop of about 10 per cent is indicated for 1950. Meanwhile the prices of things the farmer buys have only dropped 3 per cent. In addition, the farmer is worried about farm surpluses."

In other actions the Council adopted policies on the following points:

Housing: Called for passage of a moderate-income housing law to permit cooperative home building because 1949's record home building failed to meet the needs.

Farmers and Labor Must Join Hands to Elect Liberal Congress, Executive Council Says; Vital Decisions Feature Winter Meeting

Rent Control: Urged continuation of an effective program until the housing shortage is eliminated.

Taxes: Demanded Congressional action to repeal wartime excise taxes on transportation, theater tickets and other consumer items.

Solidarity: Voted an invitation, to be extended in 60 days, to the International Association of Machinists to re-affiliate its 600,000 members with the AFL.

India: Urged aid to India to overcome its immediate food difficulties, develop public education and improve public health.

World Labor: Gave full backing to the new International Confederation of Free Trades Unions formed in London last December.

Spain: Opposed recognition of Franco Spain.

China: Opposed recognition of Communist China.

Genocide: Urged the Senate to ratify the United Nations convention outlawing genocide, the mass killing to the end of exterminating national, racial or religious groups.

Compulsory Health Insurance: Agreed to comply with a request from Federal Security Administrator Oscar Ewing to distribute, among AFL members, factual information concerning the health insurance program supported by the AFL.

Rent Controls Asked

In touching on housing the Council called for a continuation of rent controls and had this to say about the home-building program:

"In the Senate the Banking and Currency Committee is considering S. 2246 introduced by Senator John Sparkman, as modified by an amend-

ment introduced by Senator Burnet Maybank. In the House, a similar bill has been offered by Congressman Brent Spence.

"These bills would make possible private financing of long-term low-interest loans for cooperative housing projects for middle-income families.

"We estimate that under the terms of this bill rents for an average four and one-half room apartment would be reduced to \$55-65 a month. This compares with rents of similar dwellings offered by private builders of \$80 a month or more.

"This program offers a practical means of obtaining decent homes for thousands of middle-income families at prices they can afford to pay. We urge its immediate enactment so that we can begin to meet the acute housing shortage of our moderate-income families."

Seek Tax Repeal

Concerning the excise taxes, the Council declared:

"When enacted, Congress referred to these excise taxes as temporary war emergency measures. Failure to repeal them since the end of the war constitutes a breach of faith with the American people.

"Today the government stands to lose tax revenues through the continuation of these excise taxes because of their strangling effect on business.

"The Executive Council desires to go on record as emphatically as possible for immediate action by Congress to repeal the excise taxes so that this unnecessary threat to business and employment can be removed."

In connection with the possible re-

affiliation of the International Association of Machinists, President Green conferred with the Machinists' president, A. J. Hayes.

Mr. Hayes was accompanied by Vice President Elmer E. Walker and Secretary-Treasurer Eric Peterson.

The rules of the Machinists' Union require a referendum on the re-affiliation.

"We believe in a united labor movement," Mr. Hayes said. "Re-affiliation of the machinists with the AFL is one way to work for it. We are AFL-minded and hope the Executive Council will make it possible for us to reunite with the Federation."

It was agreed by Mr. Hayes and his associates that if the Machinists returned to the Federation they would have to live up to the law of the AFL in the settlement of jurisdictions or other disputes within the family of labor.

It was agreed by the representatives of the Machinists that in the interval between meetings of the AFL Executive Council, the Machinists and representatives of the Carpenters, Engineers, Teamsters and other international unions would arrange conferences to try and adjust existing differences.

The Council hailed the founding of the International Confederation of Free Trades Unions with the following statement:

"The Executive Council of the AFL hails the foundation of the International Confederation of Free Trades Unions as an event of inestimable significance in the history of world labor.

"The Executive Council is proud of the contribution made by the American Federation of Labor towards the creation of the ICFTU. We heartily endorse the active part played by our delegation in helping the London Congress attain its fruitful outcome. We are fully aware of the fanatic hostility and fiendish opposition the ICFTU will face from the Kremlin-controlled so-called WFTU. The reactionaries of all

(Continued on page 15)

AFL Reaffirms Labor Law Fight

Repeal of Taft-Hartley Legal Shackles Remains

Top Legislative Aim of Federation, Board Says

Prime legislative objective of the American Federation of Labor still is repeal of the Taft-Hartley Act, the AFL Executive Board declared during its recent session.

The one-sided labor act has "enmeshed labor-management relations in a growing tangle of restrictive regulations that not only employers and unions but even the National Labor Relations Board and its chief counsel are constantly at odds as to what the law really provides," the Council declared.

The complete statement of the Council follows:

Repeal of the Taft-Hartley Act remains the No. 1 legislative objective of the American Federation of Labor. We will never relax nor relinquish this fight until that disgraceful law is wiped from the statute books of the nation.

Experience under the Taft-Hartley Act has deepened labor's conviction that the law is thoroughly unjust, completely unworkable and doomed to failure.

It has failed to improve labor-management relations. It has failed to prevent damaging strikes and lockouts. It has failed to bear out the hypocritical claim of its sponsors that it would protect the public interest.

On the contrary, it has enmeshed labor-management relations in a growing tangle of restrictive regulations which have become so contradictory that not only employers and unions but even the National Labor Relations Board and its chief counsel are constantly at odds as to what the law really provides.

Furthermore, instead of reducing time lost due to strikes and lockouts, the Taft-Hartley Act has actually provoked new conflicts in industries which previously had enjoyed peaceful and cooperative relations for years.

The Executive Council wishes to emphasize that organized labor is ready and willing to support the enactment of new legislation, based upon the original Wagner Act, once the Taft-Hartley Act is repealed. We proposed to Congress last year and still favor a new law that will be fair to both management and labor and will fully protect the interests of the general public.

As the situation now stands in Congress, we cannot hope for immediate success in this endeavor because a coalition of reactionaries from both parties controls a working majority in House and Senate.

Labor therefore looks to the coming congressional elections as its best hope for the future. We will see to it that the Taft-Hartley issue is made one of the major issues of the campaign. We will appeal to the American voters for a mandate so clear and so unmistakable that the next Congress will feel obliged to carry out the expressed will of the people.

We find that it is no coincidence that the same reactionary elements in Congress who oppose Taft-Hartley repeal are also blocking legislation to protect the economic interests of American farmers and small businessmen. Members of Congress whose first loyalty is to big business consistently vote against labor, the farmers and small business.

The Executive Council directs that no effort be spared in the coming campaign to arouse widespread public interest in the election and to assure full registration and the largest possible vote.

We are convinced that if all American workers and the eligible members of their families and their friends make certain to register and vote, the liberal forces in America can win a conclusive victory over reaction and Taft-Hartleyism.

Trade Divisions Set Meeting

A PROGRESS and planning meeting of the National Trade Divisions of the International Brotherhood of Teamsters will be held in Chicago at the Stevens Hotel. Date and complete details of the session will be announced later.

The Chicago meeting will be the first general meeting of the National Trade Divisions held since organization was completed in mid-year, 1949, Dave Beck, Executive Vice-President, said in announcing plans for the conference.

The Chicago meeting will be a two-fold affair, plans for the sessions indicate. A general report session

will be held on organization work and each division will have an opportunity to discuss its own problems with its respective Policy Committee. Each

division will be able to discuss past progress and future plans with the representatives selected by local unions and joint councils to represent them.

Dave Beck



Avoid Hardships

One of the reasons assigned for calling a general conference is the fact that some Policy Committee members and delegates sent to the divisional meetings serve on more than one committee. It is a hardship on the part of the local unions and joint councils to spare their members for numerous trips to attend conferences. Thus, with all divisions present it will be possible to combine discussions of various committees, thereby making unnecessary more than one trip to the general conference.

Since the union has indicated a strong desire to spend as much time and effort on field work and organ-

Reports of Progress, Plans for Future

Are Slated for Chicago Meeting, Executive

Vice President Dave Beck Announces

ization as possible, efforts are being made to avoid taking any more "time out" than is absolutely necessary on general meetings.

"We have had most encouraging reports from all sections of the country on organization progress," Vice President Beck said in announcing plans for the conference. "We hope to have a 'summing up' of progress made by every Trade Division in every part of the country when we all get together in Chicago."

Schedules To Be Planned

The second phase of the meeting will be that of planning future schedules extending throughout 1950 and into 1951. When the conference opens in Chicago, the Policy Committees of each of the Trade Divisions will hold a general meeting. In this session plans for the general conference of delegates at Chicago and for the remainder of the year for the Trade Divisions will be made.

A tentative agenda for discussion at Chicago will be prepared in advance. This proposed schedule for reports and discussions at Chicago will be discussed by the joint session of all Policy Committees before the general conference of delegates. Policy Committees are being asked to come equipped with discussion suggestions for attention of the general conference.

The second planning job of the preliminary session of Policy Committees will affect the schedule of all Trade Divisions throughout 1950. Since more than a dozen different National Trade Divisions have been organized and are active, it will be necessary to develop a schedule

which will be both convenient to the Divisions and to all cooperating locals involved. The planning of schedules will be made in the interest of better coordination of organization and field work on the part of organizers and in the interest of close cooperation between divisions which have functions in related fields.

A number of points of vital interest are scheduled for discussion in relation to future planning, Mr. Beck pointed out in announcing the schedule for the Chicago conference.

Topping the list will be intensified efforts toward organization by each of the National Trade Divisions. Future plans for field work will depend in part on reports to be made at Chicago on success in efforts during the past year. An improvement in the general organizing structure is also scheduled for discussion. Plans for the 1950 Over-the-Road Checking Campaign will be perfected at Chicago on the dates established.

Legislative Program

An effort to make labor's voice felt on national and state levels will be made in discussions of legislative and legal problems facing the International Brotherhood of Teamsters. The year 1950 marks a time for sessions of legislatures in most of the states and some reports on progress in legislation will be made in Chicago. Likewise, efforts on the part of labor to achieve a measure of redress from onerous anti-labor Federal laws in Congress will be discussed.

Related to the legislative discussion will be a report on activities of

regulatory agencies with special emphasis on the Interstate Commerce Commission. The ICC recently made a report vitally affecting the trucking industry and most particularly the Teamsters. Articles on progress before the ICC have appeared in THE INTERNATIONAL TEAMSTER and these will be supplemented by first-hand reports from the legal advisers and our Washington office which has been following this situation and taking an active part in Teamster policy in this regard.

A discussion of the general economic situation in the country and its probable course in the remainder of 1950 will be held with reports on conditions in various parts of the country as they affect the Teamsters given. Of important emphasis in this discussion will be reports on general building and construction progress. According to Government experts the year 1950 will be another big year in building, but the emphasis is likely to shift sharply in character of work. According to preliminary predictions made by builders and Government analysts there is likely to be an increase of public construction and a decrease in private work.

One of the overall considerations to be given heavy emphasis at Chicago will be on how each Trade Division can help every other Trade Division in its active regular day-to-day activities.

are
You
registered

Paul L. Styles Named to NLRB

**Truman Names Former Atlanta Regional Chief
To Succeed Gray; Veteran in Labor Affairs**

By the time this issue of THE INTERNATIONAL TEAMSTER appears, the National Labor Relations Board should have added to its membership a new member, a former American Federation of Labor local trades and labor council president.

The new member recently nominated by President Truman for a five year term is Paul L. Styles who has been serving as regional director of the NLRB in the Atlanta area. He was named to fill a five year term and would succeed J. Copeland Gray whose term recently expired.

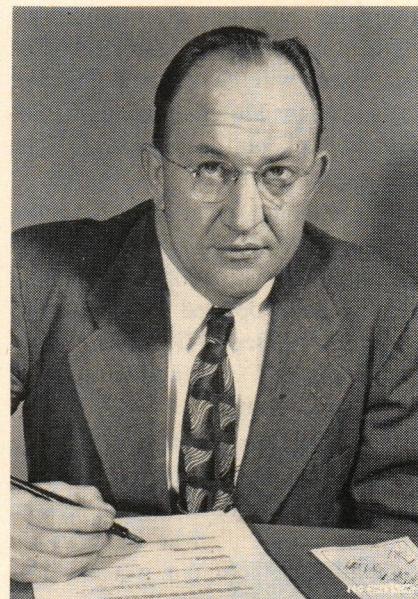
Liberal Wing

The replacement of Gray with Styles marks a distinct change in climate in the Board, many friends of organized labor point out. Gray always sided with James J. Reynolds, Jr., the two forming a conservative or strict interpretation bloc in the Board. The liberal wing has included John M. Houston, Abe Murdock and Chairman Paul Herzog. It is the decisions of these three which have aroused the ire of the Board's General Counsel, Robert N. Denham.

One of Styles' most widely reported speeches during his tenure as an NLRB official was given before the Southern Conference of Teamsters in Houston, Tex., on March 1, 1948. In that speech he pointed to the necessity of all segments of the economy keeping up with the times in the field of labor relations.

While no one can say how Styles will view labor cases, it is believed that his past record indicates that he will join the liberal group which is trying to give labor unions a fair break under the Taft-Hartley law, an admittedly difficult piece of legislation to handle.

The new Board member is 43 years old and comes from the south.



Paul L. Styles

He began his career as a printer's devil at the age of 11 and at 16 he was working in an Alabama cotton mill. By the time he was 21 he was a member of the International Typographical Union and was editor, typesetter and general major domo of a weekly newspaper at Huntsville, Ala.

From the weekly he went to the Huntsville Times, a daily, as a printer and pressman and in 1933 he became president of the AFL Trades and Labor Council in Huntsville. He also served as co-chairman of the industrial committee of the Huntsville Chamber of Commerce.

During the war period beginning in February 1943, Styles left the NLRB which he had joined in 1937 to become assistant director of disputes, director of disputes and then vice chairman of the Regional War Labor Board at Atlanta, Ga. He served also as the public representative in tripartite panels dealing with stabilization and dispute cases.

He has been regional director of the NLRB with Atlanta as headquarters since 1945.

International
MARCH

'Fire Denham' Demand Growing

THE rising tide of opposition from organized labor to Robert N. Denham, General Counsel of the National Labor Relations Board, prompts a re-examination of the official's speeches and actions in recent months. The American Federation of Labor's Executive Council in February at its mid-winter meeting in Florida branded Denham "unfit" and called for his removal.

Facts Are Cited

The AFL blast was neither the first—nor is it likely to be the last—before Denham's official duties with the NLRB have ended. Here are the emerging facts from Denham's career on the NLRB as shown by speeches and actions in recent months:

1. There is a growing division between the General Counsel and the NLRB members.
2. Denham's actions and speeches place him, according to the interpretation of trade unions, on the side of the employer whereas he is an official sworn to impartial service.
3. In his speeches he seems to have gone out of his way on different occasions to aim critical blasts at the International Brotherhood of Teamsters.
4. He has openly boasted of the effectiveness of the injunction as a strike-breaking device.

A re-examination of Denham's speeches and activities is prompted by the address he made before a trucking association conference in Washington on January 30, in which the Teamsters were a principal target.

In that speech General Counsel Denham levelled charges at a potential threat of Teamster nation-wide action. Here is what he said:

"We sometimes hear some of our industry-wide unions, which conduct their business on an industry-wide basis referred to as monopolistic or-

Prejudiced Handling of Impartial Office Draws Criticism from All Sides; Growing Division Between NLRB and Counsel Is Cited

ganizations, especially when they engage or threaten industry-wide strikes or work stoppages;—and when these things happen, cries go up to Congress for anti-trust legislation to curb their practices. Right now, for instance, it is the coal miners who are targets. The communication workers are making threatening gestures at our national telephone system—and you may recall that just a short time ago, the entire steel industry of the nation was brought to a dramatic stop by the strike of the United Steelworkers of America, CIO.

"Because of these obvious industry-wide operations, and their widespread effects, more than one Senator or Congressman has attempted to find some form of legislation that will ban the nation-wide power and authority exercised by these labor organizations in their specialized and peculiar fields. But have you ever stopped to realize what a complete hold the Teamsters have on every

segment of the nation's business? Not just a part of it. The only difference between this overwhelming power of the Teamsters, and that of the United Mine Workers, the Communication Workers, and the Steelworkers, is that these latter have their power and authority concentrated on a single trade, or line or type of industry, while the Teamsters reach out and touch every industry. If they could just concentrate that control, as most of the other organizations do, under a single master-type agreement or formula pattern for collective bargaining that would apply to and tie in all of the industries which they touch, there would be no measuring the economic force and power of the Teamsters in this country.

"The power that the Teamsters exercise over your collective businesses, the power that radiates from the control of your transportation of goods into the warehouses of every business from which you carry goods, when looked at as a combined whole, is sufficient to dwarf the economic power of those so-called monopolistic giant unions into relative insignificance."

Well Answered

That speech, conjuring up a great bogeyman of power in the form of the Teamsters' Union, which would paralyze the nation, was effectively answered on all sides. The AFL Executive Council, the AFL radio commentator, Frank Edwards, and union editors—not all AFL—replied to Denham.

The AFL statement effectively answered Denham and said in part:

"This unjustifiable and unpro-

voked attack on labor generally and on the Teamsters' in particular, is unwarranted, baseless and without factual foundation.

"Since the Teamsters' Union is singled out for attack, it is pointed out that its contracts are negotiated with employers on a local or regional basis and not on a national basis. It is further pointed out that the Teamsters' Union has not been engaged in a serious strike of national significance in years."

Charges Debunked

On the day the Denham speech was made Edwards in his coast to coast network program of news commentary paid his compliments to the Denham speech by debunking the NLRB official's charges.

The *International Oil Worker*, official publication of Oil Workers International Union (CIO) in commenting on the speech against the Teamsters, said:

"It is not his (Denham's) duty to make speeches about the POSSIBLE offenses the Teamsters MIGHT commit. But that seems to be Denham's way of doing things—finding all unions guilty before giving them a fair trial. Find 'em guilty before they even do anything.

"As long as he holds office, Denham will be a shameful blotch on the proud American flag."

This was one of many editorials which criticized Denham's speech in which he took wild shots at the Teamsters' potential threat of a tieup.

But the Teamster speech not only drew special attention to Denham, but directed a further review of other speeches by the General Counsel. The division or rift between Denham and the members of the National Labor Relations Board is a growing one and was no place better demonstrated than by Denham himself in his speech before the Building Trades' Employers' Association of New York City on January 12, this year. Not only was he critical of the Board's members in that speech but he was critical of the

Wagner Act and of the Board's personnel.

He praised the Taft-Hartley Act as leading and creating what he calls a "balanced philosophy" of labor relations. He says the Act is being administered "with much the same personnel still at hand who created and administered the Wagner Act program—from which, I fear, too many are still reluctant to depart."

Commenting on the Board itself, he said in his New York speech:

"Much has been said recently by columnists, commentators, and others, who seem to like the present law, that repeal of the Taft-Hartley Act by Congress will not be necessary in view of tendencies of recent decisions of the Board, which, in their opinion, so undercut the real purpose of the Act as to amount to repeal by 'decisional attrition' . . . On this score, I hardly care to comment. . . . The decisions they refer to, represents some substantial repudiations of the interpretations and applications of the law made by the General Counsel in the exercise of his prosecution functions—and most of them serve markedly to restrict the application of the law concerning unfair labor practices by labor organizations."

Mr. Denham singled out Teamsters in his three most important recent speeches as targets for criticism. The Washington speech before a trucking association is the one which drew the sharpest rebuke from labor, but the New York speech also included a broadside against the International Brotherhood of Teamsters. The same one in which he criticized the Board and a speech before the Town Hall in Los Angeles, Calif., on February 6 reveal Denham's anti-union attitude.

In New York he told the contractors ". . . you may find pickets on your job any time a trucking concern, that is in the bad graces of the union, attempts to make a delivery to your operation—Oh no, they won't be picketing you—and they will not be picketing the merchandise that is being delivered—that is, not

technically. They will just be picketing the trucking concern's truck, because for all practical purposes, wherever the trucking company's truck is found, that is where the trucking company's place of business is. And so such picketing is primary—not secondary—and entirely legitimate. . . ."

Later in the same speech he referred to so-called "hot cargo" decisions, saying:

"Secondary boycotts taking the form of refusals to handle 'hot cargo' or 'struck goods' are forbidden by the Taft-Hartley Act. For some years, it has been basic law that one may not contract away his protection against such illegal conduct, and so, neither the General Counsel nor the United States District Court hesitated for long in moving to prevent such a secondary boycott when it arose in one of the upstate trucking situations. But it seems the General Counsel and the Court were in error, for just a few days ago, the Board found that, if an employer wants to contract away to the union his protection from secondary boycott action arising from a refusal to handle so-called 'hot cargo' or 'struck goods,' as I read this Board decision, he can be penalized in favor of the union for breach of contract."

Board Disagrees

Shortly after these remarks in the New York speech Denham told the contractors that ". . . if such person should rely on advice or instructions or opinions of the General Counsel, he does so at his peril; and if the Board should disagree with the General counsel, which it ordinarily does of late, such person must be prepared to assume the full responsibility for what he does, if the Board should find such conduct to be an unfair labor practice. . . . We think we (the General Counsel's office) know what it's all about, but here of late, we, and the Courts, have been reversed so many times by the Board that I'm beginning to wonder."

(Continued on page 18)

Highway Aid Program Sought

PLANS for hearings on requests for funds for work of Federal highway and grants to states for road construction and repair focus attention to the inadequacies of the nation's highway system.

The spring of 1950 will mark the period in which Government officials will present their case to Congress for funds. Appropriations are usually made every two years for road purposes and 1950 is the year for another two-year request. For the fiscal year ending June 30 this year, the Bureau of Public Roads has some \$450 million. While all may not be spent or allocated to states, most of it will be encumbered, it is believed.

May Boost Figure

The President requested \$455,900,000 for public roads for the fiscal year 1950-51, beginning July 1. This figure may be raised this year or those behind roads improvement may ask for a substantial hike

Hearings Planned on Requests for Federal Aid in Highway Construction; Inadequate Road Facilities Are Cited by Experts

in the funds. The Association of State Highway Officials has indicated that it wants to make a substantial request.

The four-part hope of the association comes to \$810 million divided as follows: \$210 million annually for the Interstate Highway System; \$270 million annually for Federal aid to primary roads; \$180 million annually for Federal aid to secondary roads and \$150 million for Federal aid to urban extensions.

Since the President asked for the \$455 million plus figure, the budget may stay at that level unless some member of Congress succeeds in raising the ante for highway funds.

The inadequacies of the Federal highway system has been pointed up at numerous times by road ex-

perts in and out of the Government. Thomas H. McDonald, Commissioner of Public Roads, in a recent speech said that the cost of putting the Interstate Highway system in shape would be more than \$11 billion. His statement was based on a detailed study made by the Bureau of Public Roads on highway needs for national defense.

Chief attention in Washington is being directed to the so-called National System of Interstate Highways. This system is called the "trunk line highway system of the United States." It connects all the largest cities and most of the smaller ones and in its rural sections it serves 20 per cent of the traffic carried by all rural needs. Its urban sections thus far designated as parts of the system now serve more than 10 per cent of the traffic moving over the city streets. New designations will double this figure.

Meets Defense Needs

"Without a doubt," says the Bureau of Public Roads, "this system forms the most important connected network within the highway system of the country for service of the economy of peace" . . . and "The National Military Establishment has determined that this same system includes in its rural sections substantially the roads of greatest strategic importance for service of the highway necessities of war."

Two main factors have been advanced for giving special attention to this highway system:

1. The growing importance of highway transport, and
2. The growing tendency of dispersal of national defense



The Mitchell Point Tunnel on U.S. Route 30 in Oregon is so narrow, and its approaches so winding, that traffic-actuated signals were installed to operate the tunnel one way alternately in either direction. Every tunnel on the interstate system is in some degree inadequate in horizontal clearance.

plants in a long range program of national preparedness.

The growth of highway transport has been referred to in previous articles in THE INTERNATIONAL TEAMSTER, but figures given in an address by Public Roads Commissioner MacDonald indicate the tremendous increase in use the nation's highways are receiving. The total number of automobiles registered in the U. S. jumped from 23,016,150 in 1930 to 35,631,000 in 1949 or an increase of nearly 55 per cent.

For the same period motor trucks made a great increase. In 1930 there were 3,648,961 trucks registered and in ten years the number had grown to 4,877,677 (1940). The truck registration showed an even more pronounced hike in the next decade. The 1949 registration had reached 8,000,000 or an increase in '49 over '30 figures of nearly 120 per cent.

Busses which are heavy highway users are far less numerous, but proportionately they outstripped both trucks and automobiles in the percentage of increase. In 1930 40,507 busses were registered as compared with 215,000 in 1949 marking an increase of nearly 431 per cent.

Trucking Is Answer

This phenomenal increase in motor transport spells just one thing: the travelling and shipping public find in motor vehicles a large share of the answer to their transportation problems. This increase is translated into greatly increased requirements of all sorts in and out of cities in the way of needs for wider streets, better parking facilities and generally improved and more adequate all around betterments.

On the matter of dispersal of war plants and manufacturing centers, the debate is still in progress. Some mobilization experts are advocating a wholesale removal of plants away from the coasts toward the interior of the country. This is meeting with strenuous objection from both man-



Large vehicles are forced to straddle the pavement centerline in crossing this narrow bridge with its sharp-curved approaches, on U.S. Route 5 in Vermont. On rural portions of the interstate system alone there are 8,185 bridges of inadequate width.

agement and large segments of organized labor who do not want to see great masses of workers and their families uprooted and relocated with all the difficulties attendant on such readjustments.

The inescapable fact remains that as the city congestions increase, more and more plants are being moved to less heavily settled sections of the country. In many cases this may mean merely a removal to a suburban area from the large cities. In other cases, it may mean removal of entire plants hundreds and in some cases even thousands of miles. This general movement whether as the result of peacetime crowding or wartime preparation adds to the increase burden on highway transport and on the nation's roads. The net effect is to call upon motor transport more and more and this, of course, increases the burden on our highways.

Thus the great National System of Interstate Highways is found with an even heavier burden than normal increase in population needs might bring. Highway traffic has been growing more rapidly than we have been able to make improvements. This has meant that much of the system is obsolescent.

According to the roads experts of

the Government the approximate figure for covering improvement costs on the system is \$11,266,000,-000 of which \$5,293,000,000 is for sections in areas of cities of 5,000 or more population. The balance of \$5,973,000,000 would go for improvement of rural sections. These estimates are based on 1948 costs.

The system itself contains some 37,800 miles of which nearly 6,000 are in urban places and the remaining mileage or about 32,000 is in rural areas. This system serves more than 54,000,000 or 65 per cent of the total urban population and includes all the cities of 250,000 or more and 49 out of 55 cities with population between 100,000 and 250,000. Routes of the system traverse counties having 50 per cent of the rural population.

State of Adequacy

"If the system is to be brought to a state of adequacy in this longest reasonable period, (20 years), a capital investment averaging probably more than \$500,000,000 per year will be required. No less provision can be economically justified," says the Bureau.

What are some of the principal inadequacies which require attention

in our great interstate road system?

Of the 31,831 miles of roads in rural areas some improvement is required on all but 1,900 miles and of the nearly 6,000 miles in urban areas all but 398 miles require some improvement. "Moreover," says the Bureau of Public Roads, "of the 10,050 bridges in rural sections of the country's system, only 483 are completely adequate by the defined standards set forth as necessary. The condition of bridges in rural areas varies from slight inadequacies to serious ones."

Narrow Roads

One of the outstanding deficiencies in the present system is the width of highway surfaces. With higher speeds and heavier traffic it becomes necessary to widen roads to accommodate the increased number of vehicles and to provide a greater measure of safety to drivers of trucks and passenger cars.

The minimum width complying with defined and accepted standards should be 22 feet, say the experts and this applies where the hourly traffic is less than 300 vehicles. At the present time more than 55 per cent or 17,746 miles of the system in rural areas is substandard in width. Of this mileage studies show that the traffic flow exceeds 300 per hour on nearly 8,000 miles.

In traffic situations where the flow is 300 to 8,000 cars per hour the width should be 24 feet, say the engineers. Multiple-lane divided roads are required to accommodate volumes of 800 vehicles or more and four 12-foot lanes for traffic from 800 to 3,000 and six lanes for traffic of 3,000 vehicles or more.

"Three-lane roads and undivided highways of four lanes are not desirable and have no place in the standards," say the traffic analysts.

On the basis of present studies it is estimated that more than 9,000 miles of two-lane rural roads should be widened to 24 feet.

Related to the problem of surface width is that of shoulder width. Engineers have set standards for shoulders at 10 feet, except in mountainous areas where it is set for 4 feet for an effective width. The "effective width" of the 10-foot shoulder is 8 feet. This width is needed in cases in which cars have to turn off the main surface to avoid collision or in which stops have to be made for emergency repairs, tire changes, etc.

More than 71 per cent of the rural mileage of the system of 22,684 miles is without shoulders as wide as 8 feet. And nearly 6,700 miles have no shoulder as wide as 4 feet, the minimum allowed in mountain areas. Since less than 2,000 miles

are in mountains, it is apparent that much of our country sections are in serious need of re-shouldering.

Of the entire rural mileage, according to Public Roads' studies, 5,500 miles "at most are adequate in both surface and shoulder width." All the rest demand attention in one or both shoulder and surface.

Usually urban or city area roads should have paved widths greater than rural roads because of the absence of shoulders and greater frequency of parking. It is shocking, therefore, to find that 2,391 of the 4,141 miles for which complete information is available are inadequate in paved width even by rural roads standards—much less by city needs' standards!

Another defect in the system which is particularly noticeable to truck drivers is the excess curvature. There are more than 15,000 curves—or one every two miles—which are sharper than the standard specified. Straightening out some of these curves is a major job in order to make our highway system fit modern requirements of design and speed.

Steep Grades

The nation's system has many more steep grades than are desirable in a country which depends so heavily on motor truck transport for haulage. A grade of more than 3 per cent for any distance will markedly slow down truck speed. Yet in our rural sections there are 5,430 grades of 6 per cent or less, but more than 3 per cent. While all of these need not be "ironed out," a substantial number will require attention in the next few years.

The two steepest grades in the U. S. system are in urban, not rural areas—both are over 10 per cent. One is on U. S. 40 at Old Washington, O., and the other is on U. S. 70 in Marion, N. C. The longest grade is on U. S. 99 south of Bakersfield, Calif., which is 20 miles long and averages 4 per cent overall, with sections of more than 6 miles with two 6 per cent grades.

One of a truck drivers' real night-



Some 760 railroad grade crossings on the interstate system, such as this one on U. S. Route 60 in West Virginia, definitely should be eliminated. Another 1,287 grade crossings of branch lines and spur tracks require consideration.

mares is the railroad grade crossing and despite regulations governing common carriers and busses in relation to care at grade crossings there is still an excessively high accident rate at the rail-highway intersections. The Public Roads studies show that a total of 760 railroad grade crossings in the interstate system are of such hazard as to require elimination in the interests of safety. Of this number 574 are in city or urban sections of the city. It should be pointed out that all of the data referred to in this article pertains only to the National Interstate Highway System and to none of the mileage outside the system. Thus many grade crossings exist on other roads creating continuing traffic dangers and constant hazards to truck and passenger vehicle drivers.

These foregoing defects in the system are the main points of attack in the long range improvement program of the great interstate system. What precisely should be done? Space does not permit detailed discussion, but in short here are the highlights on needed improvements:

1. All parts of the system with the exception of less than 2,000 miles will require some improvement. About 23 per cent will require widening only.

2. Minor relocation of mileage should take place on 38 per cent of the system or on 14,283 miles.

3. On the relocated mileage there are 4,893 bridges which would have to be built. On the unrellocated mileage 5,925 bridges need improvement and some outright rebuilding.

4. There are 13 rural tunnels, six of which will be eliminated in re-

location programs. The remaining seven would be improved by additional bores giving each tunnel parallel bores or one-way tunnels. A new rural tunnel would be built on U. S. 40 in California and four new ones in urban areas: Louisville, Ky. (900-ft.); Boston (700-ft.); Kansas City, Mo. (on a freeway), and a new Palisades tunnel in New Jersey.

In addition to the new work and improvements, the system would, of

course, have to have yearly maintenance on all sections in order to hold up under growing motor traffic.

How much will be undertaken and when are questions that can only be answered as money is made available from Congress. These improvements briefly referred to in the foregoing will be those emphasized by roads officials and engineers when hearings are held this spring on appropriations for the next two-year period.

Detroit "Dimes Dance" Delights

**Teamsters Joint Council 43 Sponsors Affair;
12,000 Attend; "Poster Children" Are Present**

The Roosevelt Memorial Ball in Detroit, sponsored by Teamsters Joint Council 43, brought 12,000 to the dance floor to help the fight against infantile paralysis.

It was one of the largest affairs of its kind ever seen in Detroit as Tex Beneke's orchestra played and five "poster children" appeared on the bandstand.

James R. Hoffa, president of Joint Council 43, pronounced the affair "a complete success." He was among those who welcomed the "poster children" to the grandstand, where they received the ovation of the thousands who attended.

Wanda Wiley, 8, of Austin, Tex., arrived in a wheel chair, although she can get about on crutches. She was the 1950 poster girl.

Then there was Linda Brown, 5, of San Antonio, Tex., the 1949 poster child. She has almost recovered from polio, although she still receives treatment for a weakness in her left foot.

Terry Tullos, 5, of Laurel, Miss., the 1948 poster child, still wears a brace on one leg.

Donald Anderson, 9, of Warm Springs, Oreg., the 1946 and first National Foundation for Infantile Paralysis poster subject, wears a body brace part-time.

As an added attraction, Jay Gorney, composer of numerous hit

songs, including "Brother Can You Spare a Dime?" flew out from New York to hear Dorothy Carless, English songstress sing the special March of Dimes lyrics.

By all counts, it was the biggest Roosevelt Birthday Ball ever staged in Detroit, and certainly one of the biggest in the nation.

Frank Seban Dies; Officer of No. 744

Frank E. Seban, for 14 years the Secretary-Treasurer of the Beer, Liquor, Soft Drinks, Carbonic Gas, Water Drivers, Helpers, Inside Workers, Bottlers and Warehousemen's Union, Local 744, Chicago, Ill., died in January at the age of 59.

Bro. Seban had been instrumental in bringing about much of the success the union has enjoyed. He was respected by the employers and dearly loved by the membership of the union, according to Bro. Ray Schoessling, president of the Local.

"Bro. Seban has contributed much to the labor movement in Chicago and has worked especially hard in the years gone by to cement co-operation and strength within the Teamsters Joint Council 25. His passing will long be felt by those with whom he was closely associated," said President Schoessling.



ON THE MOVE?

Make sure your Journal keeps up with you! Notify your local secretary promptly of any change in address.

AFL Council Maps Political Plans

(Continued from page 6)

stripes will oppose the ICFTU as the true champion of free labor and human decency with all vehemence and violence, with unlimited recklessness and ruthlessness."

Vigorous opposition to any recognition being accorded fascist Franco Spain was voiced by the Council. The following is an excerpt from the statement released:

"The American trade union delegates to the recent London Congress of the International Confederation of Free Trades Unions were united in their vigorous initiative to have a strong condemnation of the Franco dictatorship become the expression and the voice of the international free labor movement. Democratic labor can never forget that in Falangist Spain trade unions are prohibited, their activities outlawed, and their advocates imprisoned and even executed.

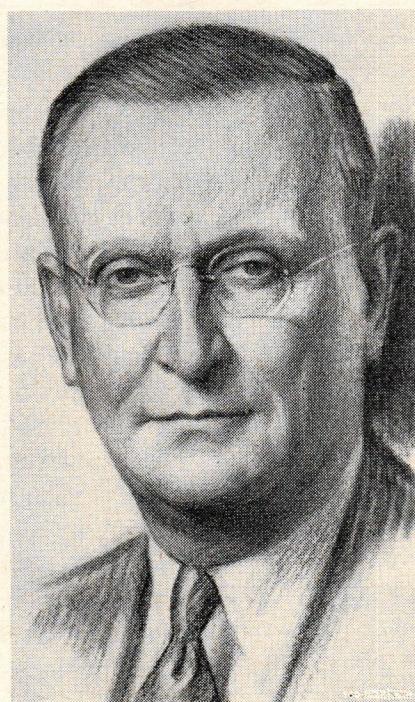
"We cannot emphasize too strongly that in Latin America, United States recognition of Franco would only lend more power to the brutal fists of the dictators who are dangerous enemies of democracy in the western hemisphere. It is no accident that the worst dictatorships in Latin America—Argentina, the Dominican regime, and Peru—are the ones that maintain diplomatic representatives in Madrid. Franco is a dangerous totalitarian force not only in Europe and Africa."

As it urged the Senate to ratify the genocide convention of the United Nations, the Council declared, concerning genocide, or mass-slaughter of a race, that it had been practiced by the Nazis but that now Russia has adopted the unspeakable practice.

"Behind the iron curtain—and particularly in Soviet Russia—governmental authorities have developed a fiendish plan based on 'cultural grounds' and have launched a terrific campaign to wipe out entire groups of their population. The new

McFetridge Named to Council

Head of Building Service Employees Picked to Fill AFL Post Vacated by Death of W. D. Mahon



William L. McFetridge, 55, president of the Building Service Employees International Union, was elected to the Executive Council of the American Federation of Labor at a recent session held in Miami, Florida.

Mr. McFetridge will serve as 13th vice president. He fills the vacancy created by the death of W. D. Mahon, former president of the Amalgamated Association of Street and Electrical Railway Employees.

He has been president of his organization since 1940. He joined the Association of Chicago Flat Janitors even before the International was chartered. This organization, which he joined in 1921, is now Local No. 1.

drive to make impossible the continued existence of Jews in Russia and in its satellite areas is going on under the flag of a savage war against so-called cosmopolitanism."

The Council and its affiliated departments disposed of a big backlog of other important business during

In 1937 Mr. McFetridge was elected president of the Local and still serves as such. In 1927 he organized the Chicago School Janitors into Local 46 and served as president of that local without compensation until his resignation last year.

Under his leadership the organization has grown from 40,000 members to nearly 200,000. He inaugurated international death benefit gratuities for members in 1942. In Local 1, he led in establishing annual college scholarships for children of members. He is vice president of the Illinois State Federation and has been a member of the Chicago Park District Board for seven years. This District controls more than 100 miles of streets, Soldiers' Field, all recreation grounds and beaches, and maintains its own police force. During his tenure on the Board, he has organized all departments 100 per cent union. In this service, he has been of great assistance in organizing Teamsters and other A. F. of L. crafts.

In 1945 he was named a member of the committee sent to London to seek the establishment of permanent United Nations headquarters in Chicago and was a delegate representing the American Federation of Labor at the 1949 International Labor Conference in Geneva.

In his elevation to the American Federation of Labor Executive Council, Mr. McFetridge had the support of President Tobin and other Teamster officials.

the sessions. In reaffirming the AFL's dominant position in international affairs, the Council made it plain that the 8,000,000 members of the AFL expect the United States Government to stand firm in its opposition to Communism and Fascism.

EDITORIALS

A Necessary Bill

A bill before Congress which we think is a highly necessary one—but which has no chance of passage—was recently introduced by Senator Wayne Morse (Rep., Oreg.).

The Morse bill would require members of Congress to disclose all of their income outside of their Government salaries. This may seem like a simple requirement, but most members would attempt to move heaven and earth before seeing it passed.

The effect of the bill, if it became a law, would be for the public to know not only how much their members are making, but from what sources the income is derived. The outside income of members has often been called the "pocketbook lobby." And this pocketbook lobby often determines whether a member is voting for the people or for the interests that afford some extra-curricular income.

Members who have nothing to fear should not oppose the bill. It is only those who have interests which run counter to the people's interest who would be expected to fight the measure. Unfortunately, we fear that many of the good members will oppose it and thereby defeat passage.

It is time the people knew not only how their representatives voted but why—and one of the best ways of telling is to know of the source of income or other favors which may be turning up in behalf of the members.

It is high time the "pocketbook lobby" is exposed.

Behind the Phony Labels

Labor recognizes perhaps better than any other group, except the ones immediately affected, the importance of aiding small business. The time has come when the small businessman, the farmer, and the worker must join hands and fight the monopolists and the reactionaries.

One of the curious elements in the struggle is the rash of organizations purporting to aid the small businessman. Washington has organizations financed by big business, but posing as the friend

of the small businessman. With a phony front and phony label an organization can often wield influence it could not otherwise mobilize for or against certain legislation.

Congress should take up with vigor an investigation of organizations alleging that they are friends of the little businessman. Some may be and some are certainly not. It is time that a lobby investigation separated the sheep from the goats.

The importance of the workers, farmers and small business men seeing their common interests and working in behalf thereof cannot be overestimated. This matter was discussed and became a matter of policy action at the recent AFL Executive Council meeting as cited in the article on page 5 of this issue of THE INTERNATIONAL TEAMSTER.

Blasting Social Security

The American Federation of Labor has led the fight in Washington toward a strengthened and broadened Social Security law. The AFL realizes that the hazards of commerce and industry make it necessary that some form of social insurance be provided. The fight to achieve a Social Security law was long and at times bitter.

Today Social Security is an accepted part of the American way of life. The present task is to make the system fit our present day requirements. In this effort some of the same old arguments and bitter charges are being flung at the AFL and others advocating a stronger law.

Included in those attacking Social Security improvements—and indeed the law itself—is one of Senator Taft's minions. One Mrs. Marjorie Shearon, formerly on Taft's staff for the Senate Labor Committee, recently appeared as a self-styled "expert" on Social Security.

She called the recipients of Social Security a "privileged class"—although workers pay their share through payroll deductions. She even asked for a repeal of the whole law and wanted to see adoption of a substitute measure providing pensions on a flat basis. It would be financed by a straight

tax on all, regardless of income or financial status.

This is a favorite trick of reactionaries—try to level everyone down and make the poor man pay as much as the rich for any benefits or pensions of any sort. The present system of contributory payments would be scrapped for a flat assessment and the pension likewise would be niggardly compared to the ones now in force. Such arguments are expected from the Taft crowd.

Fortunately, Congress and the AFL are vigilant and have all the answers to such false arguments as posed by the Taft disciple.

Changes in Steel

There is a significant change taking place in the consumption of steel fabricated in the United States. This was brought out recently when one of the large Detroit automobile manufacturing organizations opened a show of 1950 models in New York.

This particular organization reported that it had built two million passenger car bodies in 1949, requiring 1,160,000 tons of steel. This tonnage, it pointed out, is sufficient to provide the structural framework of 19 Empire State Buildings or to build 14 ocean liners like the Queen Mary.

Formerly the bulk of our steel went into ships, buildings, railroad equipment and trackage and into farm uses. Today the major share of steel is going into short-term items like automobiles and other purchases which have a relatively short life.

This change has been accelerated by the successful effort auto manufacturers have made toward getting owners to trade in the old car every three or four years. The change is significant to American industry and to American labor and its effects may well be both good and bad. The turnover makes for more work in many industries from mining through fabricating to servicing. On the other hand, we are drawing on our basic resources at a terrific rate of consumption.

This change is here and it might well be studied by the economists and those interested in the resources of the country.

Toll Roads Growing

The year 1950 may see substantial mileage added to the growing list of toll roads in the United States. And this growth raises some serious questions which everyone with a stake in motor transport might well ponder.

The toll road as a device is an old one indeed.

In the articles which have appeared on historic highways in many issues of "The International Teamster," the use of toll roads on early highways was pointed out. Today the toll road is presented as an answer to modern requirements of heavy passenger and cargo traffic.

It is said that many states cannot build new roads and keep up their own mileage adequately under present funds. The toll road, say its advocates, is a pay-as-you-use plan with the Pennsylvania Turnpike and the 47-mile Maine Turnpike cited as examples.

The fact that the toll road is given as a "solution" to a serious highway problem is an admission that the entire highway structure requires re-examination. Too many of our highways were built for an age of the horse and buggy and then remodeled or improvised to fit the age of the motor car.

The whole problem needs—and is getting—serious study. We should not become bewitched by "easy" answers such as the toll road appears to offer.

Tomorrow's Transport?

Everyone with an interest in motor transport should give a second thought to a proposal made in New York City recently for belt conveyors to replace much of the city's truck traffic.

Offered as a "solution" to New York's traffic problem, the idea of belt conveyors was advanced to answer the need for improved handling of both passengers and cargo. Such conveyors, said the engineer who advanced the idea before the American Society of Mechanical Engineers, "would rid the city of at least 25 per cent of the truck traffic that congests midtown."

The engineer making the proposal suggested the installation of conveyors linking the Times Square, Grand Central and Pennsylvania Railroad areas. He would have conveyors move goods from stores to terminals.

"Suspended overhead or running underground, such a system could operate on a charge per tonnage basis, paid for by the users. With a freight conveyor like this there would be little need for trucks on our streets," the engineer said.

Talking about underground conveyors or belt-line materials handling devices is not Buck Rogers conversation. Engineers and city planners are seriously studying ways and means of eliminating truck traffic from the streets. It is a matter on which both labor and management might keep an eye.

Kenoshans Get Safety Awards

Local 95 Drivers Capture First Place in Taxi Fleet Division of Wisconsin Safety Contest



Pictured during dinner which honored Local 95 members, drivers of the Kenosha, Wis., Checker-Yellow Cab Co., for placing first in the taxi fleet division of the state's traffic safety contest are, left to right: Bro. Andy Monteen, receiving award pin from City Manager A. E. Axtell; Bro. Ray Marion, getting a light from Chief of Police Stanley Haukehdahl with engraved lighter presented Marion by the cab company. Roy Fleishman, owner of the fleet, standing, looks on approvingly.

Drivers with membership in General Drivers and Helpers Local 95, Kenosha, Wis., employed by the Checker-Yellow Cab Company there, have won for their concern first place in the taxi fleet division of the 1949 Wisconsin Traffic Safety Contest.

At a dinner held in the Dayton Hotel, awards were given the 12 drivers with best records. Those honored were: John Siedziak, Kenny Malzahn, Robert DeWitt, Lawrence Burkhardt, Andy Monteen, Tony Kurkliss, Don Siebert, Harry Kerkman, Les Wagner, Charles Kopp, Ray Marion and George Fuller. All the winners drove 49 weeks without accident. Ray Marion had the most number of miles traveled; a total of 41,190.

Members of the city council, city hall officials and officers of the police department were guests at the dinner. Emile Robillard, officer of Local 95, said Kenosha drivers of trucks and taxis had distinguished themselves during the past two years. In 1948, the late Gene Meurer, a member of Local 95, was the National Safety Driver in the Auto Transport division. In 1949, the Nash fleet was awarded first place in the Truck-Bus Fleet division and in February, 1949, Bernard Jensen was selected as Driver of the Month for the State of Wisconsin.

Toastmaster was Felix Olkives, president of the Kenosha City Council, president of the Painters Union and former chairman of the Kenosha Trades and Labor Council.

A Garden Won't Grow Unless It's Cultivated



Neither Will Democracy!
REGISTER and VOTE!

Denham Tactics Flayed by AFL

(Continued from page 10)

That the Taft-Hartley Act has led to strike-breaking practices is apparent from declarations the General Counsel made before the Town Hall audience in Los Angeles in February.

He referred to a strike for higher wages by members of the Mine, Mill & Smelter Workers Union representing the workers in three potash mines of the southwest. The mines were closed down as the result of the strike, but let Denham tell the story as he sees it and as he told the Los Angeles audience:

"About three weeks ago, we obtained an injunction from the Federal Court to prevent mass picketing or other interference with any of those persons who desired to go to work, or otherwise do business with the company. At first, there wasn't a great rush to go back on the job, because the production workers were the strikers, but maintenance men returned immediately, and within ten days or so, production had been resumed, with potash coming out at about 50 per cent of the normal rate, or maybe a little better. Many of the strikers had returned, and after the injunction had been in effect two weeks, the company advised the union and the strikers that a certain date which, if I recall correctly, was two weeks ago today, would be the time when other persons would be hired to replace the striking men. I was advised just the evening before I left Washington that during that day the striking union had offered to return to work en masse if the company would stop hiring replacements and would put those men who had been replaced on a preferential hiring list so that they could go to work in the next vacancies that should occur. By now, I take it, the mines are in full production. The injunction's efficacy was excellent."

The injunction's efficacy was indeed excellent—since it had broken the strike.

International
MARCH

Union-Busting Drive Under Way

THE big union-busting drive charging that "big labor is monopolistic" is on in Congress.

Bills have been introduced in both the House and the Senate to amend the anti-trust laws to bring labor unions within the terms of those statutes. Scare words and political smears have been used in the past several weeks to tar organized labor with the brush of monopoly.

Serious Charges

But more than scare words are being used now in Congress. Serious charges have been and are being made that "labor is getting too big for its britches" and that "organized labor threatens the national safety." The drive to amend the anti-trust laws is not coming from the friends of labor. This drive is merely legal strategy to cripple the influence of organized labor in the exercise of the power which it has and can use effectively—its economic power.

The two bills are:

—in the House, H. R. 6681, introduced by Representative J. Frank Wilson (Dem., Tex.).

—in the Senate, S. 2912, introduced by Senator Willis A. Robertson (Dem., Va.).

Each bill provides for anti-trust law amendment, but it is the Robertson bill which is receiving the greatest attention. The Robertson effort follows hearings held by a Senate subcommittee on banking and currency from July 25 to August 26, 1949, on what it called the "Economic Power of Labor Organizations." The Banking and Currency Committee has no jurisdiction to develop amendments to Federal laws and hence it has referred the matter to the Senate Judiciary Committee, which does have jurisdiction.

Senator Robertson made an extended statement before the Senate Judiciary Committee in support of S. 2912. He said in so many words,

Bills Introduced in House and Senate Would Bring Organizations Under Anti-Trust Laws; False Charges Say Labor Is "Monopolistic"

"My bill would overrule the Hutcheson case. . . . The bill which I have offered would in plain and simple language remove the immunizing effect of the Clayton and Norris - LaGuardia acts. . . ."

The hearings which began in mid-February on the Robertson bill brought to a climax months of vigorous and vicious anti-labor campaigning—all done with an effort to "protect labor," but all with a lethal weapon aimed at the heart of the working man—his trade unions.

Scare Phrases

Robertson used two chief devices to focus attention on the anti-labor drive. Both in his hearings last summer and in his testimony before the Senate Judiciary Committee he paid his full respects to the United Mine Workers, taking advantage of public disaffection at the time there was a work stoppage in the coal fields.

His second device was to use scare or fright words. He used the word "monopoly" over and over. The word "monopoly" in American history has become associated with bigness which is evil and against the public interest and this is precisely the meaning that Senator Robertson apparently wants to pin on trade unions.

"My bill will not abolish, or not destroy, industry-wide bargaining," says the Virginia Senator. But will it? Let's look at some of the arguments and background of the anti-labor campaign.

One of the keystones of liberty in the labor union field is found in the United States Supreme Court decision in the now famous Hutcheson case (*United States v. Hutcheson*,

312 U.S. 219). Thurman Arnold, then Assistant Attorney General in charge of anti-trust law enforcement, had attempted to use the anti-trust laws then on the books against organized labor. The case which went to the Supreme Court grew out of a dispute between the Carpenters and the Machinists as to which union would install machinery for a brewing company. Boycott action against the brewing company and its products followed and the Federal authorities attempted to prosecute the union.

The court, speaking through Mr. Felix Frankfurter, did not go along with Mr. Arnold's contention that the union's activities fell within the scope of the anti-trust act. Some of the objectives conjured up by anti-labor lawyers and others some ten years ago have been covered by the infamous Taft-Hartley Act, but to date labor unions are still not within the scope of the anti-trust laws.

Cites Teamsters

In testifying before the Senate Judiciary Committee, Senator Robertson cited two Teamster situations in support of his argument that there should be anti-trust laws applicable to labor unions. He referred to the New Orleans case, a case involving Teamsters action against a group of truckers dealing with a CIO union. The indictment against the Teamsters was dismissed and the Supreme Court refused to hear the case and affirmed the lower court's decision (*U.S. v. Building and Construction Trades Council of New Orleans, et al.*, 313 U.S. 539).

The second reference to the Teamsters brought up the infamous

Hobbs Act and said that the act had been passed to patch up certain "loopholes" permitting practices alleged to be illegal.

The bills of Senator Robertson and Congressman Wilson put into cold type the aims of the anti-labor forces which are using the "monopoly" bogey to weaken the labor movement in America. Testimony has been advanced before congressional committees over several years inveighing against labor unions.

Typical of this kind of thinking comes from an economist who was formerly with the Chrysler Corporation, who said:

"A strike should be considered as an offense against society, rather than an offense against an employer. . . . What we should do is to repeal all Federal labor laws on wages, hours of labor, collective bargaining, minimum wages, etc., and abolish all boards, bureaus, and commissions that result from these laws. . . . Unemployment compensation laws should be repealed. . . .

"No employer should be compelled to sign a contract with a labor union. Employes should be free to quit and employers should be free to discharge any employe. Picket lines should be illegal, as the alleged purpose of the picket line is to advertise that a strike is in progress, can be accomplished without intimidating those who desire to work. There should be no minimum wage laws."

Few anti-labor spokesmen are quite as brutally frank as this industrial economist. But it is men like this and others who, in the words of an A.F.L. economist, "call unionism a 'monopoly' simply because two or more workers are joined together in a common enterprise."

Facts Dispute Claims

The United States Chamber of Commerce, as might be expected, went on record a few months ago in resolution urging Congress to forbid "monopoly by labor organizations." But are labor organizations monopolistic in terms of the whole national economy?

According to the Department of Labor there are some 16 million members of labor unions in this country—American Federation of Labor and affiliates, Congress of Industrial Organizations and affiliates and independent unions. This figure is considerably above that of early days of the first Roosevelt administration and marks progress over many years. This 16 million number is about one-fourth of the total number of workers employed in the national labor force.

New Frontiers

Of course organized labor is not evenly distributed throughout the entire labor force of the country. In some manufacturing, in transportation, in building trades, in communications, and in mining, for the most part we find as much as 80 per cent of the workers organized. On the other hand, there are certain fields in which there is a whole new frontier of organizational work yet to be done—office and professional pursuits, farm labor, and retail and wholesale concern workers. In these general areas the percentage of organized labor is almost alarmingly small.

Monopoly in the American tradition has always been a symbol of great power and this has meant financial power. But is labor the great financial giant it has been painted by its detractors?

A labor economist has cited the receipts for all American labor as compiled by the United States Bureau of Internal Revenue for 1946 (the latest period for which full figures are available) as totalling only \$477,701,000 and this same economist estimates the next biennial period or the 1948 figure to be about \$800 million.

Now if anyone is interested in figures, he has only to consult the financial pages of his daily newspapers or look at any of the financial publications. In 1948, for example, the total receipts of General Motors amounted to \$4,701,770,340 or more than *six times* the total receipts

for all labor unions. Repeat that figure: \$4,701,770,340. And the total receipts for all manufacturing corporations in the same reporting year, 1948, exceeded \$165 billion—\$165 billion!

Compare the figure given in the economist's estimate of 1948 of the labor receipts at \$800 million, little over three-quarters of a billion dollars, and compare that with just one Delaware corporation, the gigantic American Telephone and Telegraph Company, the net worth of which was, as of the end of 1948, two and one-half billion dollars, or more than two and a half times the estimated receipts for all labor.

One of the big arguments advanced by the anti-labor forces is that unions tend to "establish monopolistic wage rates." But do they? What is the situation?

We hear a lot of stratospheric talk among the economists about "product sale" and "market demand" and the "competitive level." But so many of these words are used in terms which are completely impersonal and completely unrelated to the realities of the labor situation.

After all, labor is not a commodity to be bought and sold like a sack of corn or a bar of soap. It should be borne in mind two aspects:

1. Labor is not a commodity, and
2. The sale of products in the "product market" is not one which immediately and vitally affects personal welfare; with labor the worker has only his skill, talent, time and labor to sell, and the disposition of that vitally affects his and his family's welfare.

All-out Cooperation

Another consideration in this matter of allegedly monopolistic wage rates is related to a further charge that labor restricts the workers in given skills or trades. The fact is that organized labor is going all-out in cooperating with management and with the Government in the development of worker apprentice programs. The skilled trades can cite

chapter and verse to support this assertion.

Without strong unions and without good apprentice programs which "feed" into unions, the employers of the country would be at such an advantage that they could well be said to be exercising a monopoly over the labor supply—with a freedom to hire and fire at will without regard to the welfare or concern of the workers.

Senator Robertson and others of his general philosophy have aimed particular charges against industry-wide bargaining. In this connection it is interesting to note a special study made by two Princeton University professors on "Wages Under National and Regional Collective Bargaining." They say:

"Under national or regional bargaining wage decisions are likely to be more sensible and farsighted, taking into consideration the economic interests of the industry as a whole, than is the case where a wage pattern for the industry is established by a wage 'leader' or by local bargaining, with the union playing one firm against another. Experience indicates that the union's wage demands may be more modest when they apply uniformly and simultaneously to all plants in a multiple-employer unit."

A further comment might be made on the industry-wide bargaining aspect of unionism. The country's economy is undergoing constant changes. Industrial concerns go beyond local organizations and local territories. Today we find firms with distribution systems covering the nation. We find firms which have production outfits located in many parts of the nation. As the great national companies develop it is only natural that these companies and these industries face the problem of dealing with labor on a similar basis—on a national basis.

All of the arguments against labor have been pooled insofar as the anti-trust application is concerned and they all add up to one result: An attempt to cripple trade unions. The attempt would go beyond even the

S. 2912

IN THE SENATE OF THE UNITED STATES

JANUARY 23 (legislative day, JANUARY 4), 1950

MR. ROBERTSON introduced the following bill; which was read twice and referred to the Committee on the Judiciary

A BILL

To protect trade and commerce against unreasonable restraints by labor organizations.

- 1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That (a) section 1 of the Act of July 2, 1890, entitled
4 "An Act to protect trade and commerce against unlawful
5 restraints and monopolies", as amended (U. S. C., title 15,
6 sec. 1), is amended by inserting before the period at the
7 end thereof the following: *Provided further*, That when a
8 labor organization or the members thereof have unreason-
9 ably restrained trade or commerce among the several States,
10 or with foreign nations, in articles, commodities, or services
11 essential to the maintenance of the national economy, health,
1 or safety, or any substantial segment thereof, such conduct
2 shall not be made lawful, and the jurisdiction of any court
3 of the United States to issue an injunction against any such
4 conduct shall not be restricted or removed, by the Act of

Labor foes draft "union-busting" bill

Taft-Hartley Act. One has only to look at the text of S. 2912 to see what the Robertson bill really means.

The language amending the anti-trust laws says: ". . . Provided further, that when a labor organization or the members thereof have unreasonably restrained trade or commerce among the several states, or with foreign nations, in articles, commodities, or services essential to the maintenance of the national economy, health or safety, or any substantial segment thereof, such conduct shall not be made lawful, and the jurisdiction of any court of the United States to issue an injunction against any such conduct shall not be restricted or removed . . ." and then the previous acts are cited.

In commenting on his bill before the Judiciary Committee, Senator Robertson further explained his aim when he said that the bill, if it be-

came a law, would "overrule the Hutcheson case, to the extent that when a labor union or its members have unreasonably restrained trade in commodities or services essential to the national economy, health or safety, they cannot use the cloak of the Norris-LaGuardia Act or the Clayton Act to escape a criminal prosecution or injunction. . . ."

And does anyone believe that *any* strike under the interpretation of the Robertson bill would not imperil the national health or safety? The effort to cripple labor is so obvious that all the force of the trade union movement should be—and perhaps will be—mobilized to defeat the effort to carry into law the false arguments of the anti-labor groups who charge that trade unions are monopolistic.

The union-busting drive is thus given a new twist which calls for appropriate and immediate action.

SHORT HAULS



Select 149 New Projects

Teamsters in the construction and building division of the union will be interested in further reports on new public building projects which have been selected by the Federal Government.

A joint announcement was made in mid-February by the Postmaster General, Jesse M. Donaldson, and by Jess Larson, General Services Administrator, which said that 149 new building projects have been selected and sites would be acquired for those chosen.

This brings to 462 the total of projects selected; 313 were chosen November 30, 1949. Work is under way negotiating for sites and making surveys incident to plans preparation for the selected projects.

Funds for actual construction have not yet been requested, but the preliminary work is being done before any appropriation is made.

•

O.K. Public Works Loans

Members who recall the discussion in the June, 1949 issue of THE INTERNATIONAL TEAMSTER on public works planning will be interested to know that the first approval of applications for Federal loans for plan preparation was recently made.

The General Services Administration approved loans for the preparation of plans for 24 projects in 11 states. Planning loans total \$394,330 and the construction costs

involved in the projects total approximately \$12 million. Applications have been filed with the GSA on 245 projects having an estimated construction cost of more than \$215 million.

The loans are being made for planning as the result of legislation on public works planning passed at the 1949 session of Congress.

•

L-M Groups Increase

A marked increase in Labor-Management production committees since the end of the war was recently reported by the Dominion of Canada.

At the beginning of this year the Dominion reported that 641 committees were functioning as compared with 346 at the end of the war. Of these 641, 128 committees are in the transportation field. This group is second only to manufacturing which boasts 381 committees. Mining has 42 committees, communications industries 41, and service workers 27.

•

Good Start on '50 Building

The year 1950 got off to a good construction start, according to reports from the Departments of Labor and Commerce with building 16 per cent above the same period in 1949.

The Government departments reported that \$1.5 billion in new construction was started during January

with private outlays totalling \$1.1 billion and housing alone accounting for \$650 million. Investment in new dwellings was 37 per cent higher in January 1950 than for January 1949.

Would Hike Benefits

Larger unemployment benefits, a revision of excise taxes and a "shelf" or reserve of public works plans is advocated by a joint congressional subcommittee headed by Edward J. Hart (Dem., N. J.).

Without being pessimistic the subcommittee found "three areas where action is needed":

1. "More information about the jobless; who they are, what they can do."

2. "Revisions in a number of stabilizing programs, including unemployment insurance and public works programs."

3. "Regional and area development programs, modifications of restrictive excise taxes, expanding investment opportunities, etc."

The committee recommended continuation of the President's practice of funnelling Government orders in economically distressed areas. "Slight to moderate" rises were noted in the Middle Atlantic areas; "substantial" ones in Paterson, N. J., Syracuse and Rome-Utica areas in New York and "marked" declines in Erie and Johnstown, Pa.

Today's Cars Last Longer

The "life span" of an automobile has doubled in the last 25 years, according to studies made by W. L. Aiken, chief engineer of the SKF Industries.

Mr. Aiken says the present life span is 12 years during which the average car during that time travels 103,000 miles. This compares with a six year span in 1925 with an average total of 25,750 miles.

The reason for the increased span, says the engineer, is the fact that lighter, stronger and more durable metal alloys are used.

New Shift Device On Way

Practically all automobiles will have automatic transmissions by late 1951 or 1952, in the opinion of engineers. The new type transmission will be standard by 1952, it is forecast by engineers making a study of trends in the industry.

Those who have observed the growing use of the automatic transmission say that this new device is following the same pattern that emerged with the adoption of the self-starter and four-wheel brakes.

Strike Losses Low—I.L.O.

While time lost by strikes the world over has increased since the end of the war, it is still "almost negligible" by comparison with normal unemployment, reports the International Labor Organization.

Less than three days per year each were lost in the mining, manufacturing, construction and transport industry during the post-war years 1945-47, says the ILO statistical survey. In the over-all picture, points out the report, the time loss from strikes and lockouts is half a day per employee per year, or less than two-tenths of 1 per cent.

The top five countries in terms of man-days lost and the average number of such days lost annually are: Sweden, with 3,685 days lost per thousand; United States, 2,899; Australia, 1,563; Canada, 1,477; and Denmark, 1,062.

Lowest of the reporting countries

are Hungary with 46 and Switzerland with 123.

Frozen Juices Way Up

Teamster members in the cannery division will be interested in latest estimates on the frozen foods and frozen juices industry.

Concentrated fruit juices are soaring in sales to almost astronomical proportions. In 1948 about \$8 million worth were sold while in 1949 preliminary estimates indicated that the volume would be \$34 million. Popularity is increasing rapidly in this field and industry leaders say that 1950 will be a banner year with from \$75 million to \$85 million worth being sold in the U. S.

Thus far Florida is the leader in the frozen juices field, but California is coming forward rapidly. The current year will see 25 per cent of all frozen foods going to juice concentrates, it is estimated.

Winter Driving Tests

When the University of Wisconsin Engineering College experts wanted plenty of room to run some tests on winter driving, they selected a frozen lake. They were not bothered with trees, culverts, traffic signals or other obstructions.

The test for driving on icy roads conducted on the lake near Clintonville last winter revealed two facts: one, friction between tire and icy surface is at the highest point at the moment the brake is applied (mean-

ing that brakes should be "pumped") and two, motorists seeking to get out of a slippery space should not race the engine and spin the wheels.

These are conclusions which most experienced truck drivers know already, but the winter tests are said to have resulted in a number of hints on better driving over icy surfaces.

Would Add Money "Bits"

The slang term "two bits" meaning a quarter may soon become a financial reality if a bill introduced by Representative Wright Patman of Texas becomes law.

Congressman Patman believes that the odd pricing of many items requires some additions to our monetary system. He has introduced a bill providing for the coinage of new coins as "bits" and "half-bits."

A "bit" would be a silver coin worth twelve and a half cents and a "half-bit" would be worth six and a quarter cents.

Blind Given Preference

A break for the blind is given by the state of Massachusetts by a law recently enacted.

In that state it is now the law that a motorist must come to a full stop whenever a partially or totally blind pedestrian is crossing or attempting to cross the street, whether with the aid of a white cane or a seeing-eye dog.

When You Must Register for State Primaries

Each month, THE INTERNATIONAL TEAMSTER will call attention to voter registration dates coming up in the near future and point out who is eligible to vote. Members are urged to check their registration status carefully and make certain they qualify to vote in the November elections.

Florida—New voters in the state of Florida must register by April 1. To be eligible to vote, a person must have resided in the state for one year and in the county six months.

Indiana—New voters and those who failed to vote in 1948 must register by April 1. Six months' residence in state, 60 days in township and 30 days in precinct are necessary to qualify for voting.

Maryland—New voters and those who have not voted since

1944 must register by about April 1. To qualify, one must have lived in the state for six months and in the county or city six months.

Nebraska—New voters must register by about April 1. Six months' residence in state, 40 days in county and 10 days in precinct or ward are qualifications for voting.

Ohio—New voters and those who did not vote in 1948 must register by early April in order to qualify to vote against Senator Taft. To be eligible, a person must have lived in the state one year, in the county 30 days and in the precinct 28 days.

Virginia—Annual poll tax of \$1.50 must be paid by April 30. Eligible to vote are persons who have lived in state one year, in county, city or town six months and in precinct 60 days.

Mr. Dooley on the OPEN SHOP

NO DISCUSSION of the closed shop vs. the open shop would be complete without Mr. Dooley's classic comment on the subject:

"What's all this that's in the papers about the open shop?" asked Mr. Hennessey.

"Why, don't ye know?" said Mr. Dooley. "Really, I'm surprised at yer ignorance, Hinnissey. 'What is th' open shop?' Sure, 'tis where they kape the doors open to accommodate th' constant stream av min comin' in t' take jobs cheeper than the min what has th' jobs. 'Tis like this, Hinnissey: Suppose wan av these free-born citizens is working in an open shop f'r th' princely wage av wan large iron dollar a day av tin hours. Along comes another son-av-gun and he sez t' th' boss, 'Oi think oi could handle th' job nicely f'r ninety cints.'

"Sure," sez th' boss, and th' wan dollar man gets out into th' crool wurruld t' exercise his inalienable roights as a freeborn American citizen an' scab on some other poor devil. An' so it goes on, Hinnissey. An' who gits th' benefit? Thru, it saves th' boss money, but he don't care no more f'r money thin he does f'r his right eye.

"It's all principle wid him. He hates t' see min robbed av their indipidence. They must have their indipindence, regardless av anything else."

"But," said Mr. Hennessey, "these open-shop min ye menshun, say they are f'r unions if properly conducted."

"Shure," said Mr. Dooley, "if properly conducted. An' there we are; an' how would they have them conducted? No strikes, no rules, no contracts, no scales, hardly iny wages an' dam few members."

NPA Gives Twist To Labor Relations

The National Planning Association, a non-profit organization supported by business, labor and agriculture, is giving a new twist to a study of labor relations. The NPA has under way a series of studies under the general theme of the "causes of industrial peace." The premise of the series is that too little attention is devoted to industrial peace and too much to friction.

Seven studies have already been made embracing a variety of crafts and trades and including AFL, CIO and independent unions.

This "success story," as set forth in an 82-page booklet, concerns the Nashua Gummed and Coated Paper

Company of Nashua, N. H. The study tells of 15 years of friendly labor relations during which arbitration had to be used only twice.

The reasons for good relations, as assigned by the authors of the study, two labor relations experts from Massachusetts Institute of Technology, are: Management's acceptance of unionism as an asset; unions' acceptance of management's need to make a decent profit; strong, responsible and democratic unions; no interference in union affairs by employer; mutual trust between workers and management; lack of legalistic approach to bargaining; day to day handling of problems and widespread union-management consultation and a highly developed program of information sharing.

Test Highways in Comparison Study

Are the present day concrete roads inferior to those built in the 20's?

This is a question that will be answered in a research project now under way in Kansas. The Highway Research Review, official publication of the Highway Research Board says that a study of pavement in Kansas "revealed the possibility that progress in concrete pavement construction methods and their cements used for concrete pavements may have inadvertently caused such pavements to be less durable than those which have been constructed by methods and materials used in the decade 1920-1930."

In order to get at the facts on pavement durability, a research project being conducted by the U. S. Bureau of Public Roads, the Portland Cement Association and the Kansas State Highway Commission. Test stretches of pavement will be built using so-called "old-fashioned" cement with 1925 physical and chemical properties. These will be compared with stretches built with modern mill run cement.

Parking Ticket Racket Exposed

Faked parking tickets is one of the latest rackets which has turned up in the automobile field.

Recently a San Francisco newspaper exposed the fake parking ticket practice and a policeman was brought to trial on the charge of using the phony slips.

With parking space at a premium in San Francisco some drivers were finding it cheaper to park all day and get a \$2 ticket than they were to go to a lot. A policeman was charged with giving pink tickets—not the genuine kind—to favored drivers. Other officers seeing the slips on the windshield assuming the tickets to be genuine would not give the car another.



Labor Endorses Morse

Out in Senator Wayne Morse's home state, the *Oregon Labor Press*, published in Portland, remarks that the reactionaries are having a tough time in finding a candidate to oppose Morse, who has a good, progressive record in the Senate. The paper pays this tribute to the Senator:

"Morse represents the type of leadership that could restore the Republican Party to a position of public trust and confidence. Whether Republicans will discover that is something else."

"Labor is backing Morse not so much because he follows a labor program consistently—he doesn't as a matter of fact—but because he has courage and independence and a proper regard for the plain people of the land. His record in the Senate is a symbol of sane progressivism. . . . Morse is a man of character and integrity and can be depended upon to give proper consideration to people. What more do the people want?"



Green on T-H Law

William Green, writing in *The American Federationist*, official journal of the American Federation of Labor, remarks that in the short period of 70 years, our trade union movement has become an effective power in national life.

"In the complexities of modern industry workers can get their relations with employers on a mutual basis only by acting together in a union," Mr. Green says. Collective bargaining, he notes, can serve workers and industries best when both are free to incorporate provisions that they deem wise and beneficial and when they are aware of one another's rights.

"It is because the Taft-Hartley law is so completely at variance with American institutions and American Federation of Labor philosophy that its repeal is our major responsibility," he affirms.



The Minimum Wage

Noting that 1½ million low-paid Americans recently received pay increases ranging from 5 to 15 cents an hour, due to the new 75-cent minimum that went into effect January 25, the *Philadelphia Trades Union News* says:

"As trade unionists, we are glad to see these lowest-paid workers who are not protected by union agreements, get this raise, even though our own wages are not directly affected. For the fact is that the minimum wage law, however beneficial it is in helping prevent exploitation of unorganized, low-paid workers, doesn't set the pace in wage raises. Rather, it is the other way around. After the trade unions have succeeded in raising the pay for the great majority of working men and women, then the law is finally amended to help plug up some of the worst loopholes, and the lowest-paid workers are given a small advance."



Pensions Discussed

Of the pension picture, the *Portsmouth (Ohio) Labor Review* declares: "Where there used to be just a lapel pin or gold watch waiting for the worker when he was too old to give his best to industry, there will now be a pension . . . a real pension providing enough money to support himself and his wife decently in the remaining days of his life. . . . And yet there are many reactionaries who exclaim America is slowly but surely going down the road to national socialism. Fact of the matter is the toilers are keeping step with the barons of industry who retire on pensions that keep them in luxury and champagne until they are numbered with the departed. Labor is simply coming into its own."



Labor Press Responsibility

The labor press has a grave responsibility to the readers it serves, declares the *Electrical Workers' Journal*, monthly journal of the International Brotherhood of Electrical Workers. The responsibility consists of several things, the magazine says.

"First the labor press has the responsibility of keeping its people informed on issues of the day which affect their health and welfare. In this regard it has a responsibility to get the news which affects its people, to those people, and something more, it has a duty when at all possible, to report the news behind the news—what are the factors behind the stories? Who is pushing the button? It has a duty to bring

to labor unionists the news from their angle, as bricklayers or bakers or carpenters or electricians."



France Faces Crisis

The *St. Louis Post-Dispatch* recently lauded France editorially for "taking wage disputes out of Parliament and putting them back where they belong, in the hands of workers and employers."

By doing so, France may have eliminated an important cause of political and social unrest, said the paper, referring to the French system of government which has made a habit of having a government fall every day as the sun goes down.

However, the editorial pointed out that this withdrawal of wage controls is going to be a turning point in France's history. If the employers get tough with the labor unions and win out, then there is a great possibility that reaction will set in and there will be "a swing to the right" with a bearing down on labor unions. If, however, the just demands of labor are not met, the communists will make plenty of political hay.

"Some strikes, widespread agitation and unrest appear certain," commented the *Post-Dispatch*. "Both Thorez (the communist leader) and DeGaulle (the rightist leader) will be watching developments eagerly, waiting for an opportunity to pounce. They can be forestalled if French employers and French working-men exercise reason, wisdom and moderation."



Solution for Taft

Referring to Sen. Robert Taft's voiced condemnation of the chain letters going over the nation, soliciting funds for his campaign, the *Journal of the Bakery and Confectionery Workers' Union* asked:

"If he is sincere in his statement condemning such an unprecedented high-pressure fund-raising campaign, why doesn't the Senator announce immediately that all the dollars his headquarters receives as a result of the chain letter scandal will be divided evenly between the National Foundation for Infantile Paralysis and the American Heart Society?"



The SUSQUEHANNA Trail

INDIAN trails and routes have marked the way for modern highways in many parts of the United States. An outstanding example of this type of development is found in the Susquehanna Trail beginning in the north at Niagara Falls and extending southward to the Chesapeake Bay country at Washington, D. C.

The old trail was first used by a tribe of Indians described 300 years ago as "giant-like," the Susquehannocks. This tribe was a bitter enemy of the great Iroquois Indians in the 1600's until warfare finally reduced the once powerful Susquehannocks to a mere remnant of their former grandeur.

N. Y. to Washington

The Susquehanna Trail follows what is called a winter route from western New York down through Pennsylvania to the nation's capital. The route eastward from Buffalo goes to Batavia, N. Y., on No. 5 and thence southward on No. 63 until it reaches U. S. 15. Southward the trail cuts into the state of Pennsylvania near Lawrenceville, Pa., and goes south through rolling coun-

try to the half-way point Williamsport, approximately 225 miles from the northern terminus.

From Williamsport the route, still U. S. 15, goes southwesterly to Sunbury and thence south to the state's capital, Harrisburg. The usual route takes a south and slightly westerly direction toward and through famed Gettysburg and thence into Maryland through historic Frederick where the route becomes U. S. 240 into Washington, D. C.

An alternate route follows U. S. 111 to York in the colorful Pennsylvania Dutch country and thence into Baltimore, Md., and over U. S. 1 from Baltimore to Washington, D. C.

This route from Buffalo to Washington has many features commanding it to attention. It passes through some of the most scenic and beautiful terrain in the eastern half of the United States. It cuts through country which has colorful history going back to pre-colonial days. And finally, but by no means last, the road is an important commercial artery linking important centers of agriculture, commerce, industry and shipping.

Two of the most colorful spots for the sightseers in the world mark the termini of the Susquehanna Trail —Niagara Falls in the north and Washington, D. C., in the south.

Niagara Falls is known as one of the most famous sightseeing points of interest in the world. Many people who have never been to this area, however, do not realize that Niagara Falls as a city is an important center of industry. The giants falls are important sources of hydroelectric energy used for electri-metallurgical and electro-chemical industries.

Horseshoe Falls

The American falls are 167 feet in height with a fairly straight alignment some 1,300 feet wide. The Canadian falls, 158 feet high, have a crest of more than 2,500 feet outlining a deep curve, which is given the name "Horseshoe Falls." Surrounding the area are magnificent parkways and landscape areas which would in themselves be great points of interest without the falls. So great is the interest in the falls that little is said about this great floricultural development.

The city of Buffalo is a major one

in industry and the center of important trucking operations which have developed through the years as the result of important manufacturing and trans-shipment activities. Buffalo is the second largest railroad center in the U. S. and one of the largest grain distributing points in the world.

A gateway to the West via the Great Lakes and to the East via truck routes, railways and canal travel, Buffalo boasts of a large number of diversified industries in addition to its 29 waterfront storage elevators with a capacity of 57,000,-000 bushels of wheat each. The city is also famous as an airplane, electrical, machinery, building supplies and furniture center. The city marks the point at which two old Indian trails cross, the Susquehanna and the Iroquois, and today the Chamber of Commerce at Main and Seneca is on the crossroads of these ancient paths.

Western New York is colorful and rich agricultural country. Batavia with its present Dutch name was once called "Decongowa" by the Indians. On down the state a little distance is Dansville which has American National Red Cross Chapter No. 1, founded in 1881 by Clara Barton. It is appropriate that this Old No. 1 be mentioned in a month during which the Red Cross is conducting an annual drive for funds.

The area through this section of the trail country is rich in agriculture and provides considerable cargo for motor transport. South of Bath, N. Y., before the road goes into Pennsylvania, is a quaint little town known as Painted Post, a place where generations ago a fierce battle took place between white settlers and Indians. To mark this battle a post was erected which was painted red on two sides in honor of the red man and white on two sides in honor of the white settlers. From this old post the town took its name "Painted Post" and now a monument marks the spot where once the post stood.

At the New York-Pennsylvania boundary area, just over the line to



Site of Battle of Gettysburg (above) is top point of interest on the trail.



Scene above shows highway as it looks nearing Washington, D. C., near Naval lab.



Traditional vacation ground for honeymooners is Niagara Falls, in upper New York.

the south, is another historical reference point—Lawrenceville. The town was named after Captain James Lawrence of Revolutionary War fame. From the beautiful farm country of New York state the route begins an upward ascent in the hill country of Pennsylvania, rising to some 2,200 feet at the top of what is known as "Steam Valley."

Fishing Country

The area from the state line to Williamsport, the halfway point, is beautiful sightseeing and sports country. The state of Pennsylvania is one of the leading states in the Union in game and forest management and examples of this husbandry of resources is found in this section of the state. From Trout Run to Williamsport is excellent fishing territory along Lycoming Creek.

In this sector the trail runs along the Susquehanna River. The stream was formerly known as Otzinasch, but the Susquehannock Indians gained so much fame in fighting prowess in the ancient days that the name was changed to "Susquehanna" in tribute to the great tribe.

Steel Center

Once a great lumber center, Williamsport is now known for steel, aviation and leather goods production. The city also makes considerable of the vacation possibilities in surrounding territory. The hunting and fishing resources as well as the beautiful terrain for visiting and hiking are emphasized by the Williamsport boosters.

Two small cities south of Williamsport en route to Harrisburg have a claim to history which is often

overlooked. At Northumberland, some 40 miles south, is the Priestly Memorial Museum. This contains the laboratory equipment and books of Dr. Joseph Priestly, distinguished scientist and discoverer of oxygen. He made his home in Northumberland and died there in 1804.

The other city boasts an even more famous scientist—Thomas A. Edison. The great Edison conducted some of his early experiments in Sunbury and first demonstrated three-wire electric light here. Large silk mills and nearby Shamokin Dam are other points of interest about this city of 15,000.

U. S. 15 or No. 14, on the east side of the Susquehanna, takes the traveler from Sunbury into Harrisburg down the colorful river valley. The tourist route on No. 14 following closely the eastern shore of the river affords some breath-taking vistas. Nos. 5 and 11 carry heavy commercial truck traffic.

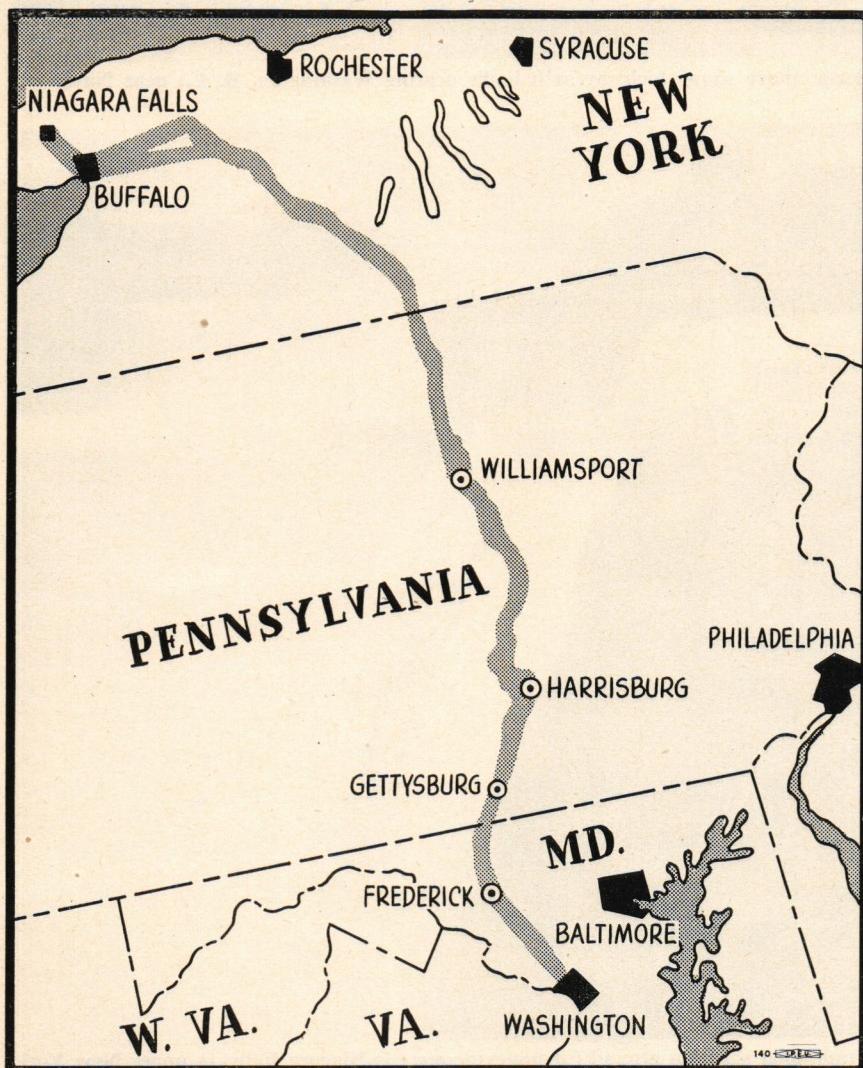
Harrisburg, less than 100 miles south of Williamsport, has one of the most picturesque locations of any of our state capitals. Established as a trading post in 1710 by John Harris, the town was laid out by John Harris, Jr., who established a ferry crossing the river. The point became an important fort in the days of the French and Indian conspiracy and was the site of the first northern concentration camp in the Civil War. The capital of Pennsylvania was moved from Lancaster to Harrisburg in 1812.

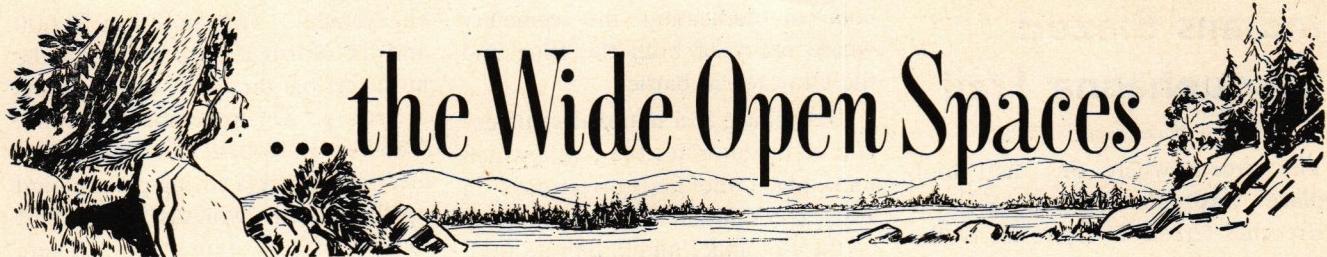
As a capital the city has the usual state government buildings, but also has considerable in the way of scenic resources in parks and of industrial resources in manufacturing and nearby deposits of iron and coal.

Amusing Yarn

The road sign "Yellow Breeches Creek" recalls an amusing tale of the Indian days. It seems that a settler's wife one day hung out her husband's pants to dry. They were of a bright yellow color and attracted the attention of a prowling Indian who stole them from the wash line.

(Continued on page 30)





...the Wide Open Spaces

For Stew and Sport, Br'er Rabbit Is Tops

MENTION rabbit hunting and the average hunter will grab his gun quicker than you can say Jack you-know-what. If gun and ammunition are not available, he is likely to grab a strong stick.

Rabbits are the most hunted game in America. Every year, they provide sport and stew to millions of outdoorsmen. Because of the rabbit's phenomenal ability to produce at a rapid rate, most states have long open seasons for hunting the game. Some have no restrictions at all on shooting rabbits.

This popular target for scattergun enthusiasts makes a tasty meal when prepared in the proper manner, but the chief reason for Br'er Rabbit's top-ranking spot as a game favorite is due to his availability. He can be hunted in virtually every one of the 48 states and in portions of Canada. And, when the season is closed on other game, the hunter can always beat the bushes in search of a cottontail.

The sportsman who has his appetite set on rabbit supper needs no expensive regalia to pursue his quarry. A gun, shells and a hunting license are the only necessities. And, as mentioned previously, youngsters do very well with a good strong stick in some sections of the country.

Rabbit-hunting season becomes lively after the first frost of the year and remains good throughout the winter. The type clothing worn by the hunter is not important, but the wise nimrod will choose outer garments which won't tear easily, because the cottontail—who seems to be aware that he is a popular target—seeks refuge in briar patches and heavy brush. Rabbits can be hunted with any type weapon, but a 12-gauge shotgun is the favorite.

Rules Are Flexible

Rules for hunting rabbits are flexible, to say the least. This is another reason for the sport's popularity; the beginner doesn't find it necessary to spend months or years getting experience. From his very first hunt, his methods of bagging bunnies is likely to be as good as those practiced by the most seasoned sportsman.

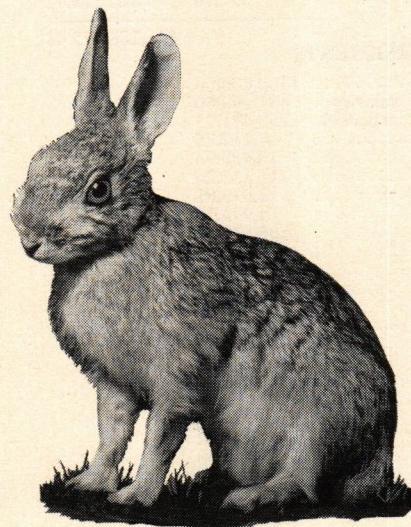
While the rules for rabbit-hunting vary, the habits of rabbits follow a definite pattern. In their search for food, rabbits cover the same areas daily. They soon

establish trails, which they follow faithfully. When "jumped," they might go in circles while in flight, but, sooner or later, they can be counted on to pick up one of their trails.

Sportsmen hunting in pairs usually find it smart strategy for one to take up a position where two or more of these paths meet while the other covers woods and brush in the area.

Beat the Bushes!

Any place with a heavy growth of brush and vine is a likely rabbit hideout. The successful rabbit hunter doesn't pass a patch of brush without rustling the limbs and leaves.



Though there are no hard and fast rules for hunting rabbits, all "systems" or "plans" should be developed with one thought in mind. That is simply the fact that Br'er Rabbit employs only two strategies to avoid becoming stew: (1) Immobility and (2) Flight. He is a master at both, and he nearly always tries strategy No. 1 before resorting to No. 2.

Flattened against leaves and brush and completely still, many a rabbit has watched a hunter walk right over him without blinking his big dark eyes. So, it is wise to hunt rabbits slowly. A fast-walking hunter is likely to get nothing more from a rabbit hunt than aching feet. Many expert hunters stop regularly while walking through the woods. Often,

a rabbit burrowed deep in the briar patch listening to the footsteps will believe the sudden quiet is an indication he has been spotted and will make haste to find safer bushes.

The sport of rabbit hunting reaches its peak when dogs are used. One of the great thrills of outdoor sports comes when a hunter hears the sharp "yip" of a hound which has spotted a rabbit. From that moment until the rabbit is bagged, the dog will bark a merry symphony of excitement as he pursues the game. Most popular dogs for rabbit hunting are beagles, bassets and dachshunds. However, many "mongrel" dogs of undetermined breeding have been trained to make excellent rabbit dogs. Chief requirement for a good rabbit hunting dog is a fine nose, because a hound should run rabbits by scent only.

The barking of the dog keeps the hunter posted on the probable location of the rabbit. When the hound's barking starts getting closer, he can release the safety on his shotgun.

One of the best times to hit the rabbit trails is after a spell of bad weather. During severe storms and rain, rabbits go underground. When the weather clears, they come out of hiding in search of food.

Cottontails are most likely to be found on the lee side of a hill during cold and windy weather. He likes his comfort. On sunny days, he'll be found soaking up sunshine with the enthusiasm of a winter tourist in Florida.

Challenging Quarry

There is a small minority of sportsmen who sneer at rabbit-hunting as a sport requiring little skill. Most of the scoffers, however, have never hunted rabbits in close cover, where the bunny can become one of the most elusive targets of the outdoors. A rabbit tearing jet-like out of a briar patch is not an easy target for the most skilled of marksmen. Fast thinking, fast shooting and precision timing are "musts" for bagging a rabbit at close quarters.

Nine times out of ten, the fellow who isn't enthusiastic about rabbit hunting has never heard the hounds sing on a crisp morning and seen a powderpuff tail whiz through the brush.

As the nation's most popular small game, Br'er Rabbit is without a serious contender.

Indians Blazed Susquehanna Trail

(Continued from page 28)

The stream where this theft took place was later named Yellow Breeches Creek as the result of the incident.

South of Harrisburg 36 miles on U. S. 15 is Gettysburg, one of the most famous battlefields in the world, where a decisive battle of the Civil War was fought. Not the least of its fame is the site of the address made by President Abraham Lin-

coln in dedicating the cemetery where many of both the Blue and the Gray fell in battle.

Gettysburg is a national cemetery and commemorates the battle which took place the first three days in July, 1863, when the Union Army of the Potomac, numbering 88,000, under General James Meade, met the Confederate Army of Northern Virginia under General Robert E. Lee, a force of about 75,000 men. The battle ended in disaster for the South, marking its last major foray into Northern territory. Losses on both sides were terrific in the bloody

engagement. The South lost 28,000 and the North 23,000 in one of the most terrible three-day engagements in history. On November 19, 1863, Abraham Lincoln dedicated the cemetery and made a strong plea to bind up the nation's wounds in the most famous address of his career. There are now 2,000 monuments, statues and markers, five observation towers and 26 miles of marked avenues in the national cemetery.

The old battlefield covers about 25 square miles, of which 2,463 acres are included in the national park and 15½ acres in the national cemetery.

The old trail extends on down across the Pennsylvania state line into Maryland which is in the heart of one of America's richest agricultural areas. Farming, dairying and stock raising are the chief pursuits in this section. Fine Percheron horses and pure-bred cattle draw buyers from far and near to the annual Frederick Fair in the fall.

Historic Frederick

In addition to its fine fruit, agriculture and livestock resources, Frederick also has some of its own colorful sidelights of history. Nearby is the site of Civil War Union headquarters, established before the Battle of Gettysburg, and in the town is the former home of Barbara Fritchie, immortalized in the poem by John Greenleaf Whittier. Here also once lived Francis Scott Key, composer of "The Star Spangled Banner." The home of Roger Brooke Taney, former Chief Justice of the United States Supreme Court, is a tourist's point of interest. Taney handed down the Dred Scott decision which is credited with precipitating, in part, at least, the Civil War. He also administered the oath of the Presidency to Abraham Lincoln.

Some 45 miles south of Frederick on U. S. 240 is the nation's capital, Washington, D. C., marking the southern point of the old Susquehanna Trail, 450 miles from the northern terminus.

REPORT OF RECEIPTS AND EXPENDITURES

JANUARY 1, 1949, TO DECEMBER 31, 1949

Cash balance, January 1, 1949..... \$6,878,256.56

CASH RECEIPTS

Initiation fees	\$ 401,561.45
Per capita fees.....	3,452,868.90
Supplies	169,447.03
Charters	502.00
Interest on investments.....	359,500.00
Local union refunds and miscellaneous.....	26,148.44
Defunct local union funds.....	91.10
	4,410,118.92

CASH DISBURSEMENTS

Purchase of U. S. Government bonds.....	\$100,000.00
Officers', organizers', auditors' and statisticians' salaries.....	431,290.50
Officers', organizers', auditors' and statisticians' expenses.....	258,671.25
International Office Employees' salaries.....	44,112.75
Washington office expense.....	13,489.94
San Francisco office expense.....	11,332.20
Chicago office expense.....	2,699.81
Memphis office expense.....	4,944.29
"International Teamster" Magazine.....	505,479.94
Organizing campaign expenses.....	129,060.97
Donations to allied organizations.....	13,800.00
Donations to subordinate organizations.....	661,880.00
Donations to public causes.....	5,007.50
Postage	9,142.16
Telephone and telegraph.....	22,312.80
Local union printing and supplies.....	113,787.43
Office printing and supplies.....	18,990.19
International office rental.....	13,200.00
Per capita tax to affiliates.....	241,731.59
Express and cartage service.....	2,783.12
Social security and unemployment taxes.....	6,442.60
Attorney fees and disbursements.....	62,721.92
Miscellaneous general office expense.....	25,139.90
Auditing service	895.00
Expenditures authorized by G. E. Board.....	24,350.00
Transfer of funds.....	11,000.00
Insurance and surety bonds.....	6,061.27
Local union refunds.....	3,191.00
Real estate	369,004.27
Construction expense	1,000.00
Advertising	884.30
	\$3,114,406.70
	\$8,173,968.78

STATEMENT OF NET WORTH FOR THE PERIOD ENDING DECEMBER 31, 1949

Certificate of deposit—Union Trust Company.....	\$1,000,000.00
Cash on deposit:	
Indiana National Bank, special account.....	\$6,487,374.35
Union Trust Company, special account.....	400,000.43
Canadian Bank of Commerce, special account.....	119,654.13
Indiana National Bank, regular account.....	166,939.87
	7,173,968.78
Securities:	
United States Treasury bonds.....	\$12,950,000.00
United States Savings and Defense bonds.....	850,000.00
Dominion of Canada bonds.....	100,000.00
	13,900,000.00
Net cash and securities, December 31, 1949.....	\$22,073,968.78



Sponge Rubber Wash Pad Is Introduced

A new sponge rubber wash pad has a threaded bushing to connect with the pistol grip-trigger valve water nozzle. Water flow from the nozzle penetrates evenly throughout the pad to provide a continuous rinsing, eliminating possible abrasive damage and scratching of fine finishes.

An automatic shut-off valve at the nozzle features a lock-ring to hold the trigger valve open for continuous flow. The nozzle has a reversible cap. The solid brass cap welds 37 separate streams of water into a solid high-pressure jet. By reversing the cap, a large or small spray can be produced for rinsing.

★

Slide Rule Computes Truck Performance

A slide rule, made of plastic, is said to check the performance of a truck under specific operating conditions. The rule, according to maker's claims, gives the speed, gear ratio and horsepower required for any specific load or grade.

It is said that the rule is rugged, resistant to oil, water, grease and most chemicals, and has a high dimensional stability, affording accurate computations.

★

Bendable Tail Pipe For Replacements

Replacement of tailpipes and exhaust pipes is made easier with a bellows-type leak-proof bendable tubing which permits easy shaping to duplicate all bends in the original pipe.

Once bent, the pipe holds its shape as rigidly as any formed pipe. The Pennsylvania Bureau of Highway Safety has accepted the bendable tubing.

Teamster

1950

Plastic Body Sealer Is Easy to Apply

A St. Paul firm has announced the marketing of an auto body sealer which it claims will not harden, shrink and is completely water-proof.

The sealer is a putty-like material packaged in a solid bar 2½ inches in diameter and 10 inches long. The sealer can be rolled in the hands and no equipment is needed to apply it.

★

Resistance Claimed For Protective Paint

A manufacturer claims his multi-purpose paint provides effective rust-inhibiting action and resistance to acids, alkalies, chemical fumes, moisture salts and alcohols. The paint—applied by spray, dip or brush—dries in 20 to 30 minutes, according to the maker.

The coating, said to be a poor supporter of combustion, provides a uniform film of extreme hardness, but has necessary elasticity to withstand expansion which might be caused by temperature change. According to claims, the coating will not check, peel or crack. It may be applied to virtually any type of surface.

★

Paint Remover Ends Need for Scraping

With a new chemical preparation, paint can be removed cleanly and completely without scraping, sanding or grinding, according to the manufacturer. The special chemical preparation is either sprayed or brushed on and left for several hours. Then the vehicle is washed with water.

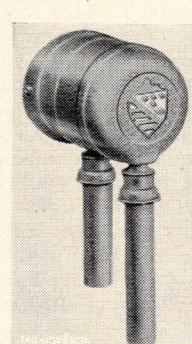
removing both the chemical and the paint down to bare metal.

The chemical agent is not harmful to chrome or rubber and leaves no residual deposit on the metal surface, the maker claims. A special re-usable putty is used to seal openings around windows.

★

Koo-Koo Horn Produced For the Gadgeteers

For gadget-minded motorists, a Chicago firm has introduced a horn which simulates the call of the cuckoo bird. Teamsters, with nerves frayed from buck-



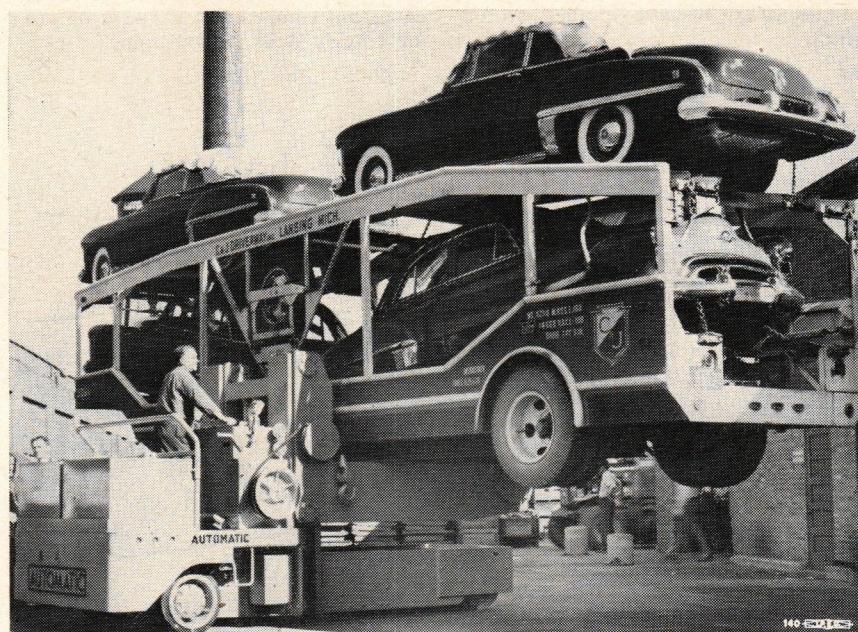
ing heavy traffic, can be on the lookout for the odd-sounding honks.

But, if you're gadget minded and want to add a Koo-Koo horn to your collection, the maker reports they also are suitable to use as door bells for homes, dinner bells for hotels and resorts and warning signals for motor boats.

★

New Cable Reduces Radio, TV Interference

A new cable without a metal core has been produced to suppress radio and television interference by motor vehicles. High-tension current is carried by a non-metallic conductor imbedded in the insulation. Incorporated in the structure of the conductor are suppression qualities which greatly reduce interference.



Four new cars and a trailer get a lift on this new industrial lift truck. The manufacturer claims this to be the world's most powerful industrial truck. It is designed to handle loads weighing up to 10,000 pounds, according to the maker.

Relax WITH US

Keep It Fresh

The retired spark plug manufacturer took a group of his cronies on a wild boar hunt down on the plains of middle Tennessee. Arriving at the scene of the hunt they were fortunate in securing the services of an old hunting guide. That night around their campfire, the old guide regaled them with stories. "I ain't impressed," he said, "with any of them tales about people hittin' game from a triflin' 300 or 400 yards. Le'mme tell you about the day I was moomochin' along a mountain trail when these here telescope eyes of mine spotted a buck. I rammed a charge down the barrel of my gun, then some wadding and a couple of ounces of salt. I shoved a bullet in on top of that. Then I let go! BANG—and the buck dropped dead in his tracks."

One of the party asked, "What in thunder was your idea of putting salt in your gun?"

"Shucks," answered the old geezer, "That deer was so far off I had to do something to keep the meat from spoilin' until I could git that."

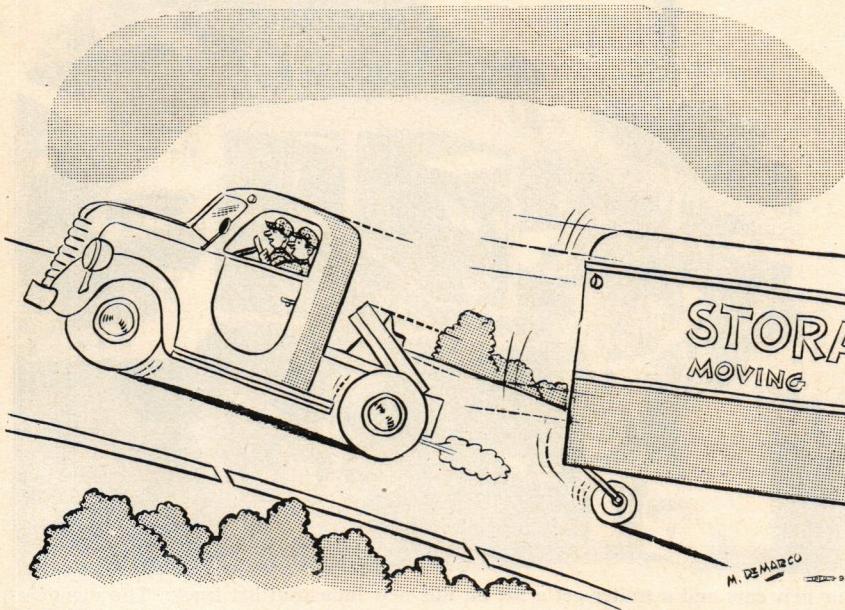
★

Important Information

Little girl (on a transcontinental train): "Mama, what's the name of the last station we stopped at?"

Mother: "Don't bother me. Can't you see I'm reading? Why do you ask?"

Little girl: "Because brother got off there."



"Say, Ed, notice how much easier the old bus takes these hills since we switched to that atomic-test gas?"

After Thought

The lovelorn traveling auditor decided to celebrate payday by sending a telegram to his girl friend back in the home town hundreds of miles away. After chewing on his pencil for several minutes, he finally handed in a message that read: "I love you, I love you, I love you."

The clerk read it and said, "You're allowed to add another word for the same price."

The auditor pondered for several minutes and then added his extra word. It was: "Regards."

★

Refreshing Sleep

At a club in Hollywood a young author was introduced to a film critic. The writer's first picture had just been shown, and he immediately asked the critic for his opinion of it.

"It was very refreshing," returned the critic.

"Say, that's swell," beamed the author. "Did you really find it so refreshing?"

"Absolutely," was the reply. "I felt like a new man when I woke up!"

★

Faint Hope

"Why did you make such a long speech?" said the brutally frank reporter. "You really didn't have anything to say."

"I know it," replied the political candidate, "but I hoped that if I kept on talking I might think of something."

Strange

Welfare—It is slightly mystifying how welfare, an honorable word for more than 150 years, could become a symbol of all that is evil in less than six months' time.—*San Diego Labor Leader*.

★

Sane Conclusion

Eminent foreign psychiatrists were being taken around a French insane asylum. In the corridor they met one of the patients.

"Why," one of the specialists asked him, "do you remain huddled up in this corner all alone, scratching yourself?"

"Because," replied the madman, "I am the only person in all the world who knows where I itch."

★

Make Tracks!

Gypsy Truck Driver (Alias Leadfoot Pete): "What's your speed limit?"

Local Native (Tennessee Mill Country): "Ain't got none! You fellers can't go through here too fast to suit us."

★

Come Again, Sarge?

Sergeant: "Private Jones?"

Voice: "Absent."

Sergeant: "Quiet! Let Jones answer for himself."

★

Leave Me Out

Pam: "When one tree is talking to another tree, and still another tree is listening in, what is it called?"

Ann: "What?"

Pam: "Leavesdropping."

★

Able Parliamentarian

"Few women have any knowledge of parliamentary law."

"You don't know my wife. She's been speaker of the house for 25 years."

★

Next Question

Village Constable (to motorists in head-on collision): "Now, gentlemen, I want to know which of your two cars hit the other first."

★

Reclassified

Judge: "Rastus, do you realize that by leaving your wife you are a deserter?"

Rastus: "Judge, if you know'd that woman like I does you wouldn't call me a deserter. I'se a refugee."

★

Corporal Punishment?

Private: "An MP just hanged himself, Sarge."

Sarge: "Holy smoke! Have you cut him down?"

Private: "No. He ain't dead yet!"

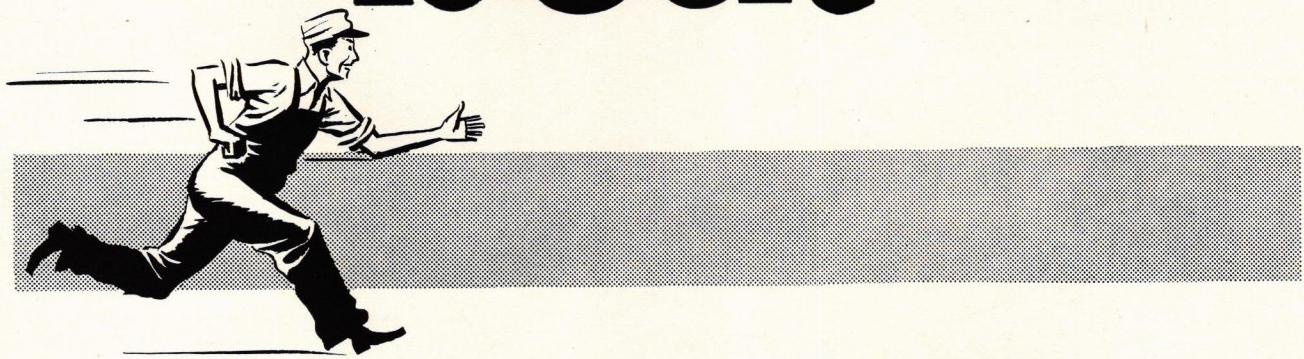
PHOTO CREDITS

8—Ransdell Inc.

11, 12, 13, 26 and 27—U. S. Bureau of Public Roads.

27—National Park Service and Buffalo, N. Y., Chamber of Commerce.

**Don't
miss the
vote
~~boat~~**

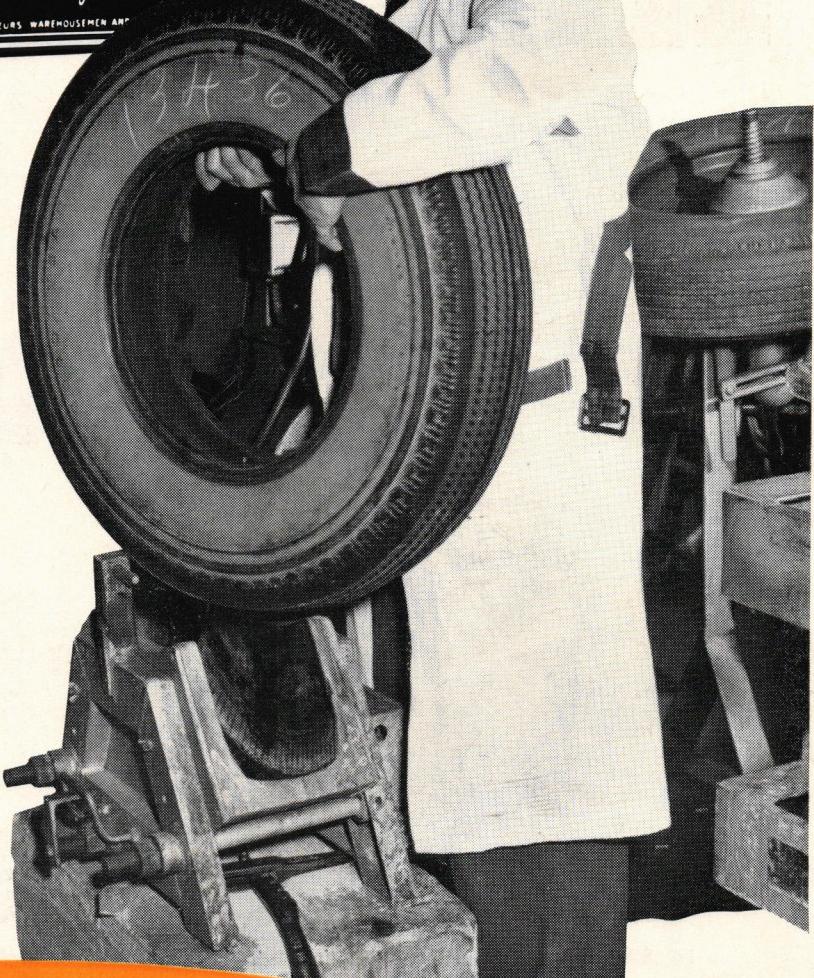


**Be sure and
REGISTER *Now!***



Yes! He's a
Teamster too!

Have a
UNION MAN
do your
Vulcanizing
and
Tire Repairs



Spend your **TEAMSTER** wages
The Union Way